Action Page: Where Real Trouble Started . . . p. 16

May 18, 1959

RAILWAY AGE *weekly*

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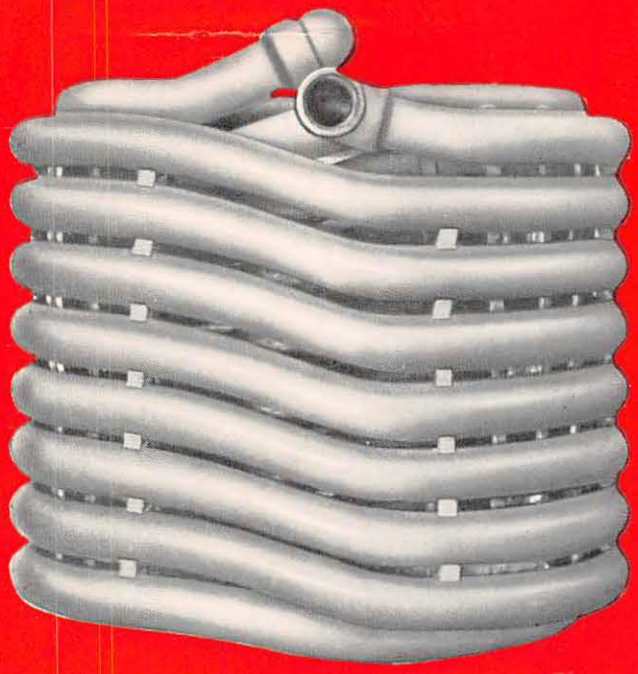

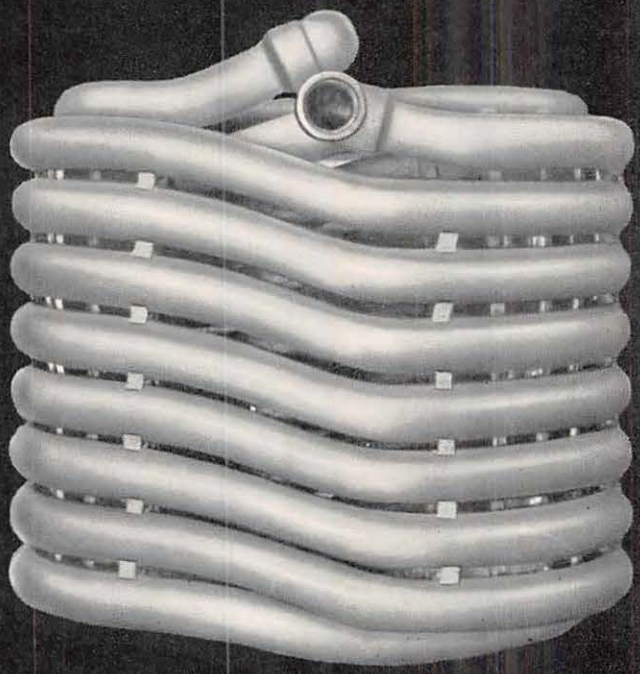

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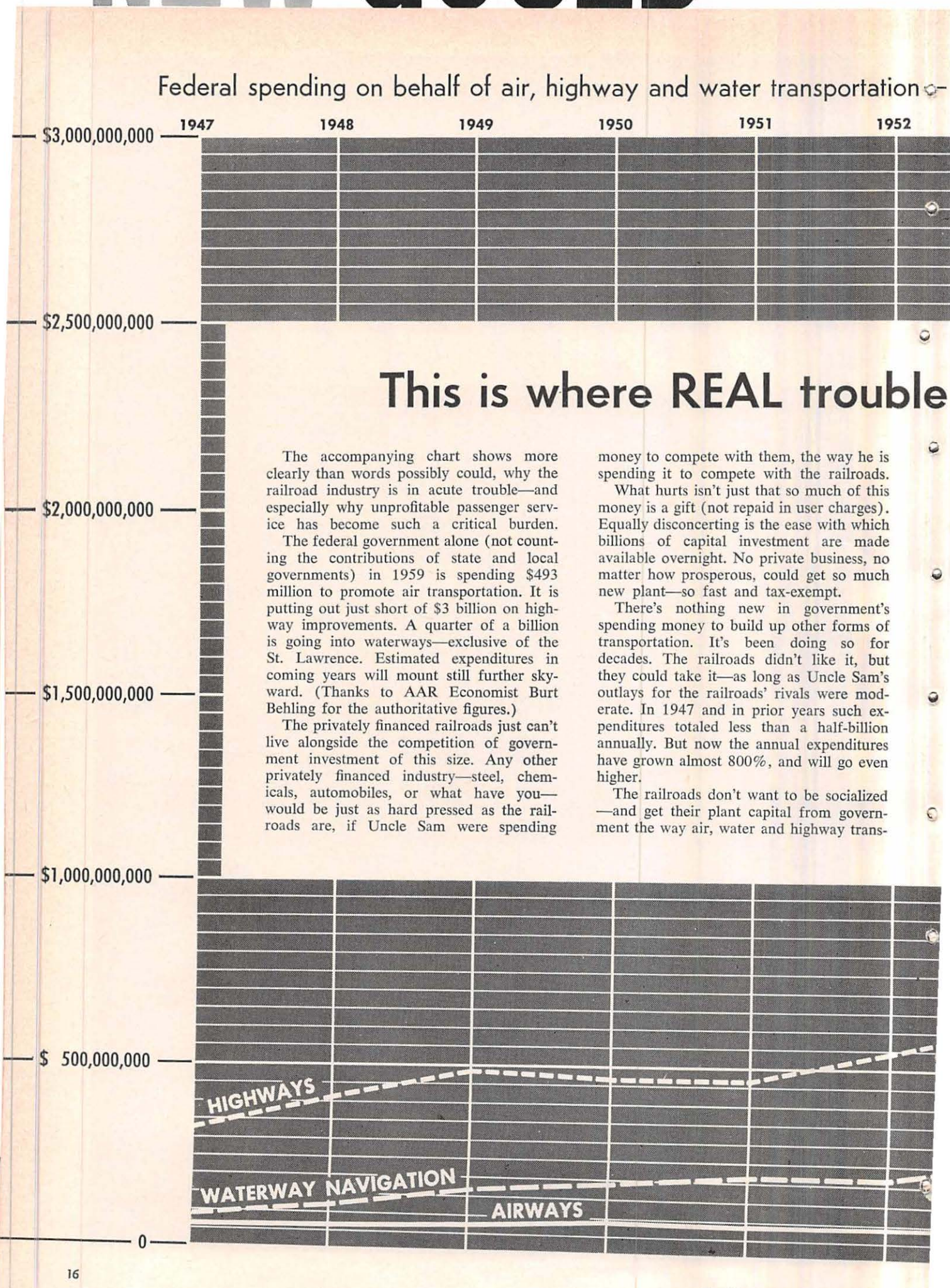

This is where REAL trouble

The accompanying chart shows more clearly than words possibly could, why the railroad industry is in acute trouble—and especially why unprofitable passenger service has become such a critical burden.

The federal government alone (not counting the contributions of state and local governments) in 1959 is spending $493 million to promote air transportation. It is putting out just short of $3 billion on highway improvements. A quarter of a billion is going into waterways—exclusive of the St. Lawrence. Estimated expenditures in coming years will mount still further skyward. (Thanks to AAR Economist Burt Behling for the authoritative figures.)

The privately financed railroads just can't live alongside the competition of government investment of this size. Any other privately financed industry—steel, chemicals, automobiles, or what have you—would be just as hard pressed as the railroads are, if Uncle Sam were spending money to compete with them, the way he is spending it to compete with the railroads.

What hurts isn't just that so much of this money is a gift (not repaid in user charges). Equally disconcerting is the ease with which billions of capital investment are made available overnight. No private business, no matter how prosperous, could get so much new plant—so fast and tax-exempt.

There's nothing new in government's spending money to build up other forms of transportation. It's been doing so for decades. The railroads didn't like it, but they could take it—as long as Uncle Sam's outlays for the railroads' rivals were moderate. In 1947 and in prior years such expenditures totaled less than a half-billion annually. But now the annual expenditures have grown almost 800%, and will go even higher.

The railroads don't want to be socialized—and get their plant capital from government the way air, water and highway trans-

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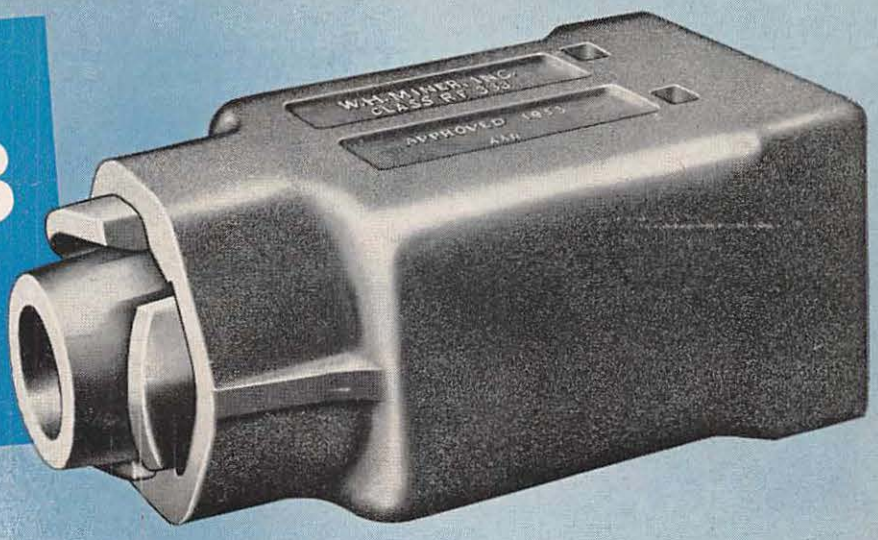

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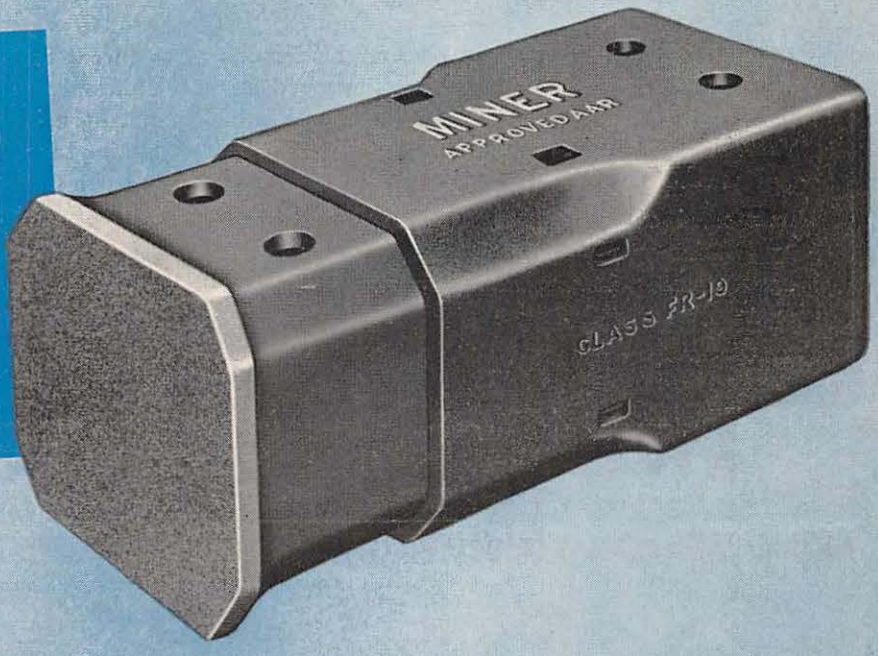

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RAILWAY AGE *weekly* May 18, 1959 • Vol. 146, No. 20

Week at a Glance

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PRR ups car orders to 23,500 .....p. 9

Leasing agreements with two commercial builders—Pullman-Standard and General Steel Castings—are involved in the road's latest car-acquisition plans.

Government rate chiseling hit p.10

Undersecretary Allen thinks the government should be "a good as well as a favored customer."

The Action Page—Where real trouble started p.16

The federal government is spending some $3.7 billion this year on air transportation, highway improvements, and waterways—exclusive of the St. Lawrence. Privately financed railroads can't live alongside the competition of government investment of this size. If railroad socialization is to be forestalled, remedies must come quickly.

Cover Story—The concrete octopus p.20

We're building a monstrous network of highways that's crushing everything in its way. Our road-building mania seems to be nowhere near an end. More automobiles and trucks—and they increase prodigiously—always need more roads. But as fast as we build the roads, they're choked by the ever-growing glut of new vehicles.

Cover Story—Playing passenger problems by ear p.26

U. S. railroads are not on their way out of the passenger business. Adjustments to changing conditions, however, have been, and will continue to be, made. Here's what the future looks like to 18 passenger-carrying railroads.

Communications: A look ahead p.41

Expanding role of railroad communications departments means increased responsibilities for communications officers, AAR section is told at annual meeting.

These 'deficit-cutters' help the railroads p.44

Getting school kids on trains, putting people in the diners, and consolidating train schedules are three successful techniques railroads have used to cut the passenger deficit.

What's ahead for Pullman? p.50

Some people think the shift away from first-class travel may mean the end of the company. Pullman officers, though, and many of the firm's proprietary lines, don't agree.

PROGRESS RIDES THE RAILS ON THE B&O

The Baltimore & Ohio Railroad has the honor of being America's first railroad and has maintained that honor in many ways—through the constant improvement of train schedules and the development and use of modern equipment. Our fine food, courteous service and on-time dependability are other features which we believe add to the pleasures of traveling by train.

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Probably the most important aspect of B&O's effort to make train travel attractive to the public is its fare policy. The B&O has not increased passenger fares in recent years and its present fares are the lowest in the East.

The Baltimore & Ohio has confidence in the future of railroad passenger business. We appreciate the patronage of those who ride with us and will continue to operate passenger trains as long as the patronage justifies same.

D. W. Simpson
President

BALTIMORE & OHIO RAILROAD

Week at a Glance CONT.

Current Statistics

Operating revenue	
3 mos., 1959	$2,390,411,958
3 mos., 1958	2,240,440,351
Operating expenses	
3 mos., 1959	1,909,302,375
3 mos., 1958	1,874,195,107
Taxes	
3 mos., 1959	248,387,179
3 mos., 1958	208,018,644
Net railway operating income	
3 mos., 1959	155,093,317
3 mos., 1958	85,148,439
Net income, estimated	
3 mos., 1959	99,000,000
3 mos., 1958	34,000,000
Average price railroad stocks	
May 12, 1959 ...	109.89
May 13, 1958 ...	75.70
Carloadings revenue freight	
Eighteen wks., 1959	10,595,129
Eighteen wks., 1958	9,616,031
Freight cars on order	
April 1, 1959 ...	35,487
April 1, 1958 ...	38,027
Freight cars delivered	
3 mos., 1959	7,223
3 mos., 1958	18,441

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Short and Significant

B&O will extend Slumbercoach service . . .

to the "National Limited," operating between Baltimore-Washington, Cincinnati and St. Louis, effective May 27. The road is acquiring three new cars from Budd under a lease arrangement. Slumbercoaches have been operating at almost 90% of capacity since they were introduced by the B&O between Baltimore-Washington and Chicago in March 1958. (See Passenger Equipment Market, page 32).

First ICC approval of a loan guaranty . . .

under provisions of the 1958 Transportation Act has come in the Georgia & Florida case. The Commission approved an application of the G&F receiver for federal-government guaranty of a $934,960 loan from the First National Bank of Atlanta. Proceeds will finance purchase of 100 box cars from Pullman-Standard. The Commission deferred action on another G&F application for guaranty of a $1,000,000 loan to finance a maintenance and rehabilitation program.

Missile-launching from railroad cars . . .

is being considered by the Air Force's Ballistic Missile Division. Maj. Gen. Bernard A. Schriever, the division's commander, told a House appropriations subcommittee that the feasibility of using barges and highway vehicles as well as railroad cars is also involved in the mobile-launching study. Railroads are "extremely interested," said General Schriever. A subcommittee member, Rep. Ford of Michigan, said it's "a little paradoxical that the Air Force is now turning to the railroads."

N&W and Virginian stockholders . . .

have overwhelmingly approved a proposed merger of the two coal-carrying roads. N&W stockholders turned out in record numbers May 14 to approve the merger. A total of 93.90% of the road's stock was voted—and all but 0.31% was in favor of the plan. Virginian stockholders gave their approval April 30. N&W President Stuart Saunders says he hopes for a favorable decision from the ICC before the end of 1959.

A coast-to-coast reorganization . . .

of Canadian Pacific's territorial administration will go into effect July 1. The present eight districts which merge into three regions will be replaced by four regions with direct control over CPR's 32 operating divisions. Expected results of the change: better territorial balance, closer contact with local business and railway activities.

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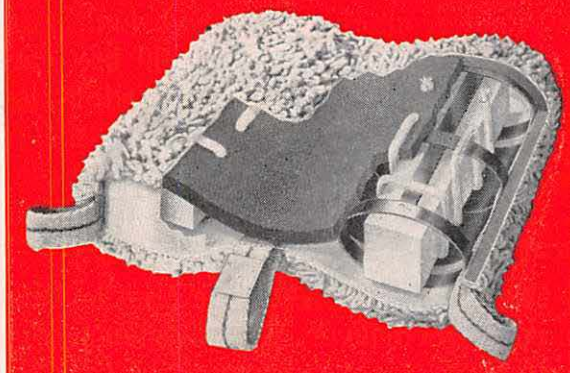

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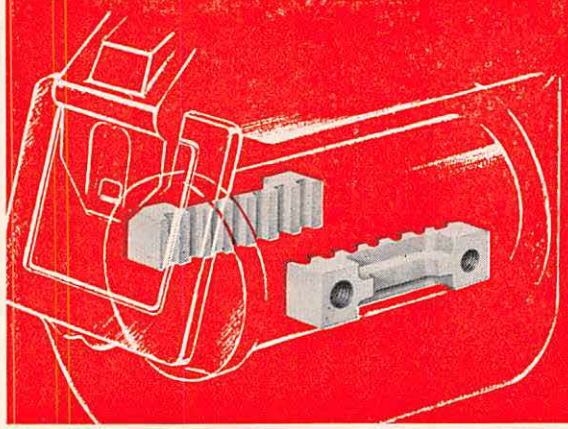

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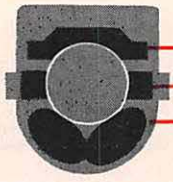

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PRR Ups Car Orders to 23,500

President Symes says 8,000 cars have been added to the 15,500 previously announced. At least 1,300 cars will be provided under new leasing plans involving Pullman-Standard, General Steel Castings.

► **The Story at a Glance: The Pennsylvania is increasing its orders for new and rebuilt cars to 23,500—partly through new leasing arrangements with two commercial builders. Total value: $215,000,000.**

The PRR, which had already announced orders for 15,500 new and rebuilt cars, last week revealed that it's:

- **Acquiring 1,000 70-ton hoppers from Pullman-Standard through a leasing plan.**
- **Acquiring 300 53½-ft general purpose flat cars through a leasing arrangement involving General Steel Castings.**
- **Negotiating the financing of an additional 6,700 cars.**

In addition, the road is planning to spend $10,000,000 for 50 new diesel locomotives.

The Pennsylvania has embarked on what its president thinks may be "the largest freight car program . . . ever undertaken by one railroad in such a short period of time in the history of the industry."

A total of 23,500 cars are now involved in the program—"substantially all" scheduled for 1959 delivery. President Symes puts their total value at $215,000,000.

The total includes:

- 11,500 cars (containing more than 80% new material) which the PRR is producing at its Altoona, Pa., shops (RA, March 2, p. 31).
- 4,000 70-ton hopper cars which the road is acquiring from ACF—2,000 of them through a leasing plan (RA, March 9, p. 47). Under this plan, the railroad leases the cars from an ACF subsidiary, Shippers Car Line. J. P. Morgan & Co. is the lending agent.
- 8,000 new cars which President Symes added to the program in a surprise announcement at last week's stockholders' meeting in Philadelphia.

Financing of 6,700 of the new lot, a spokesman said, is still being negotiated. The remaining 1,300 will be acquired through new leasing plans that have been completed, or nearly completed.

Pullman-Standard is to furnish 1,000 70-ton hopper cars under a leasing agreement whose details have not been made public. However, it is understood that the lease will be on a different basis from the ACF plan. Reportedly, a leasing corporation will be set up either by the PRR or by a third party. It's also reported that lending houses have agreed to put up 80% of the estimated $10,000,000 cost of the cars.

General Steel Castings is involved in a second leasing arrangement that is to provide the PRR with 300 53½-ft general purpose flat cars. The cars, which will cost some $3,600,000, will be financed by the St. Louis Union Trust Co. General Steel Castings (which will incorporate a special subsidiary to handle the lease) will produce the one-piece cast steel underframes for the cars, which will then be assembled in the railroad's Altoona shops.

In both cases, the railroad will lease the cars for 20 years, with a limited option to renew the lease for an additional 10 years.

PRR also plans to place orders soon for 50 diesels costing approximately $10,000,000. These were first scheduled in 1957, but became a recession casualty.

"This program," Mr. Symes told his stockholders, "will not impair our immediate cash situation, as these acquisitions are being taken care of in the form of debt or long-term lease obligations—mostly the latter.

"Such cash as is required will be made available from the sale of scrap through dismantling old worn-out cars. It will cost us about $16,000,000 annually on the average to service the debt and lease obligations."

Low Hoods Increase Field of Vision

Turbosupercharged 2400-hp road switchers, ordered last December from Alco Products, are currently being delivered to Santa Fe. The DL-600 design, pioneered in 1953, is for the first time being bought specifically for high-speed, through freight service. Santa Fe is assigning the 24 new units to its Chicago-Los Angeles freight pool. Unusual appearance is produced by lowering the short hood and installing windshield to provide a field of vision across the entire front of the locomotive from the operator's control station.

Government Rate Chiseling Hit

John J. Allen, Jr., undersecretary of commerce for transportation, thinks the federal government's transport-procurement policies should be changed to end the practice of driving down rates by playing one carrier against another.

The government should be "a good as well as a favored customer of the carriers," Mr. Allen said, adding that its procurement of transportation "should take into account the welfare of the transportation industries as economic entities in our whole national industrial structure."

The undersecretary made these statements in an address prepared for delivery May 15 before the San Francisco Bay Area Chapter of the National Defense Transportation Association. He expressed hope that his office will soon be in a position to make recommendations for policy changes of the type he has in mind.

The recommendations will not call for repeal of those provisions of the Interstate Commerce Act's Section 22 which authorize carriers to grant special rates (so-called Section 22 quotations) to the government. Advocates of complete repeal of these provisions "are asking for the moon," Mr. Allen said. He went on to suggest that "some middle ground" between that position and the present situation is desirable.

While other carriers have favored repeal of these Section 22 provisions, the railroads have opposed it. This railroad position is consistent with the industry's call for more rate-making freedom generally. That type of freedom as to government traffic is granted by Section 22.

The section is permissive, as Mr. Allen emphasized, so it leaves the carriers free to grant rate concessions to the government or not. And the undersecretary blamed the carriers for part of "the Section 22 problem." He explained that the carriers "have rushed in to cut each other's throats."

As to the performance of government agencies, Mr. Allen said that, with some exceptions, they "have not taken a very constructive attitude toward adjustments in the Section 22 process." The undersecretary added that government agencies generally have "opposed in solid phalanx any attempt to remedy transport procurement, despite the hardships upon sellers of transportation." He expanded his position by saying:

"It is incumbent upon the procurement agencies, particularly the military, to take a greater interest on the part of their transportation suppliers. In other fields of procurement, the military agencies assure themselves that their suppliers remain in business and prosper as integral parts of the economy. A number of examples could be given where military agencies have assisted their suppliers, even rescuing them from bankruptcy. We may not have to go to that extreme in the transportation field, but the same principle applies."

Watching Washington *with Walter Taft*

• **CONGRESSIONAL CHECK ON ICC** will come this week. The Surface Transportation Subcommittee of the Senate's Interstate Commerce Committee will sit May 21 to hear Commission testimony "on the administration of laws affecting its duties" which were enacted within the past two years. The hearing was called by the subcommittee's chairman, Senator Smathers of Florida, who was Senate sponsor of the Transportation Act of 1958.

THE HEARING, as Senator Smathers sees it, will afford the Commission an opportunity "to give an account of its stewardship." The senator also expects that it will be of "great assistance" to the subcommittee in formulating its legislative program for the current session of Congress.

PRESUMABLY, the ICC's "account of its stewardship" will deal with what's been done under the 1958 Act's rate-freedom provisions. These were designed to end the Commission's fair-share-of-the-traffic approach to decisions in competitive rate cases. So far, only one formal interpretation of the provisions has been included in Commission decisions. That was in a case involving competitive rail and truck rates on petroleum products moving from Friendship, N.C. to points in Virginia and West Virginia.

THE INTERPRETATION held that the new provisions comprised an additional rate-making guide in the act on a parity basis with other standards which were already there. They are thus among standards to be given effect, but "none of them can be regarded as controlling."

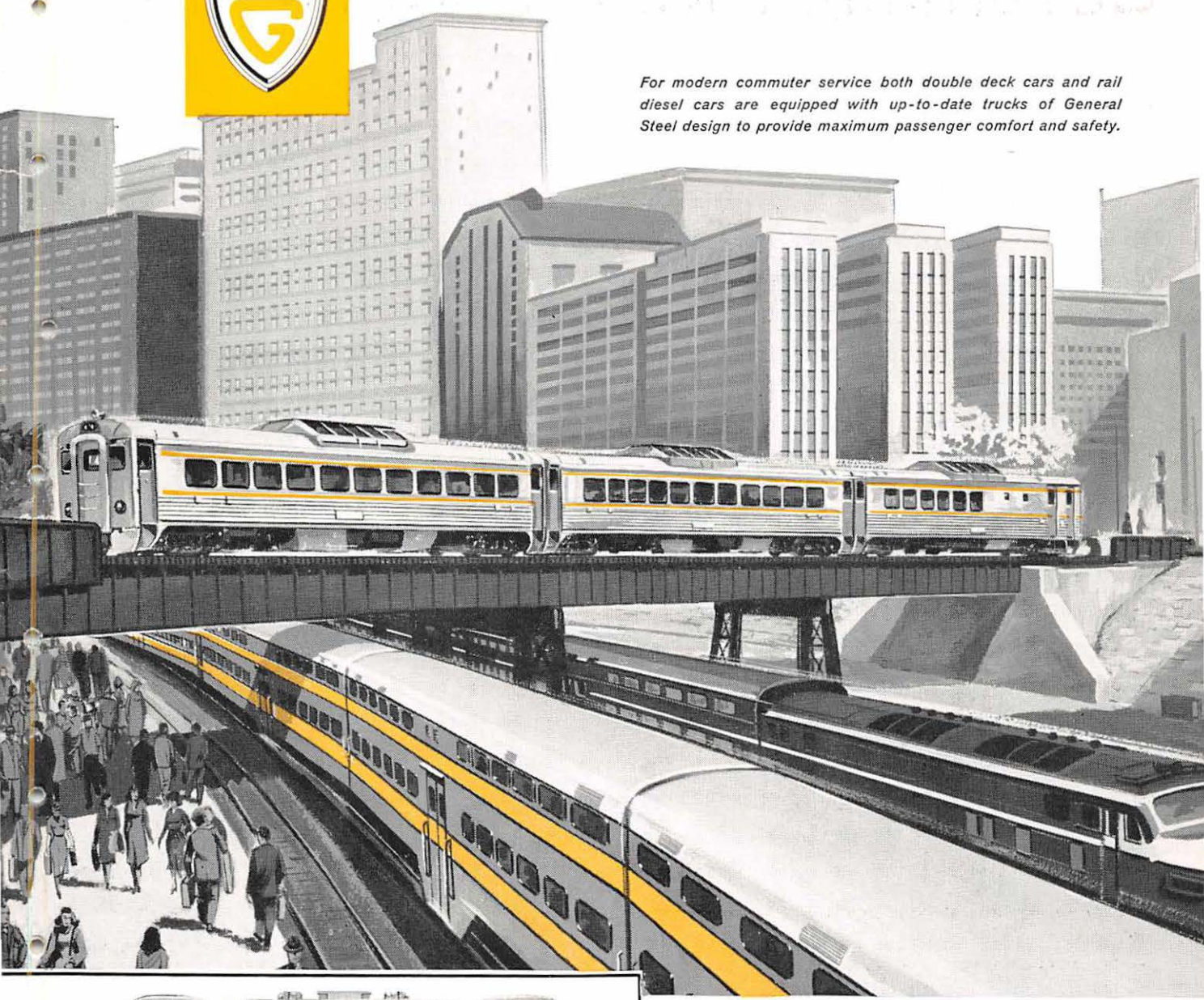
THESE RATE-FREEDOM PROVISIONS are more precisely posed for a real test in the so-called paint case which comes up for oral argument before the Commission next week. This case involves the first proposed adjustment to come out of the eastern railroads' rate-research program.

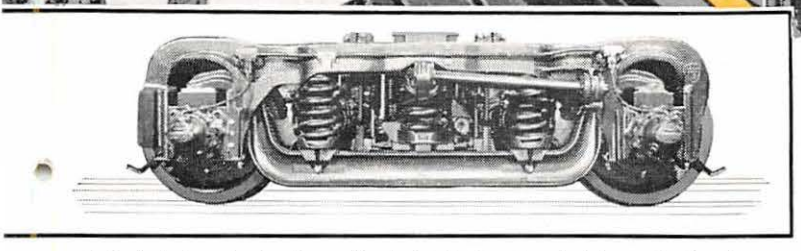
SERVICE-ABANDONMENT PROVISIONS of the 1958 act will also come to the fore at the Senate hearing. The Railway Labor Executives' Association is already seeking to have these provisions changed. And abandonments of commutation services are worrying congressmen who represent the affected areas.

• **PRICES PAID BY RAILROADS** for fuel, materials and supplies continue to rise. The AAR's latest index, for April, records a third successive quarterly increase. At 146, the index compared with 143.9 for January, 141.6 for last October. The latter interrupted a downward trend which had persisted for four quarters. The index is based on average mid-year spot prices for the 1947-49 period.

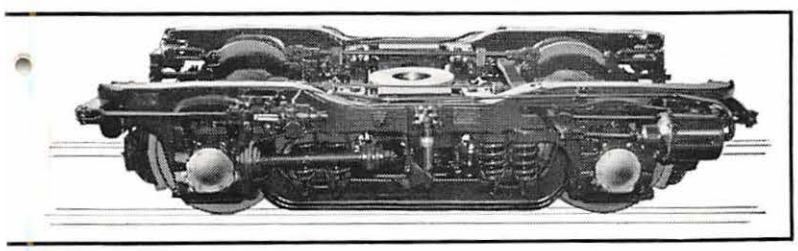
. . . where railroad progress is cast in steel

For modern commuter service both double deck cars and rail diesel cars are equipped with up-to-date trucks of General Steel design to provide maximum passenger comfort and safety.





Latest design 4-wheel equalized truck for direct drive rail diesel cars assures exceptional riding comfort and safety . . . minimum upkeep cost.



Modern 4-wheel equalized truck for double deck commuter cars. Large Central Bearing eliminates lateral shimmy and side bearing upkeep . . . increases mileage between wheel turnings and reduces operating costs.

A combination of imaginative engineering and down-to-earth manufacturing know-how has enabled General Steel to make vital contributions to the growth and development of industry throughout the world. Their one-piece steel castings are the culmination of design and production skills unique with the company.

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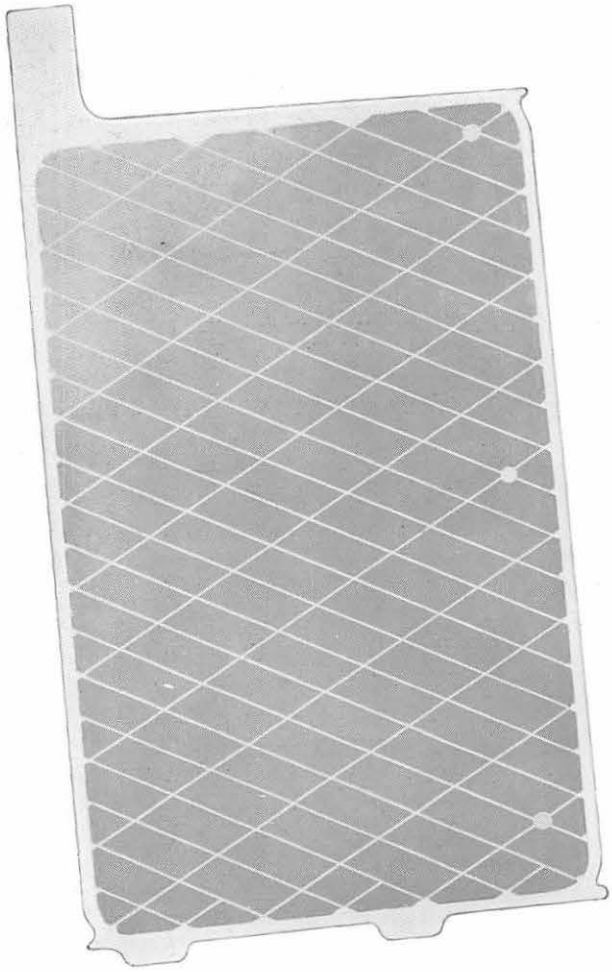
NEW GOULD *SILCONIC* PLATE Increases Battery Life 25%-FREE!



A vital contribution to motive power batteries, Gould's NEW Silconic Plate prevents grid corrosion, the most common cause of battery failure.

Sound, tested and proved, the principle is simply this: Gould introduces silver and cobalt into active materials of the positive plates. The silver and cobalt migrate to—and collect on—positive grid members, forming an insoluble oxide surface impervious to acid and oxygen attack. The longer the battery operates, the deeper the silver-cobalt penetrates into the grid metal, thus greatly prolonging life. In applications where batteries are idle for periods of time, Gould's Silconic Plate prevents migration of materials to the negative plate, effectively reducing self-discharge within the cell.

Further overall strength is achieved when arsenic is added to the antimonial alloy of the plate, resulting in an extremely dense, homogeneous grid free of flaws. This new physical and chemical strength—together with Gould's compact battery design—add up to the best motive power battery you can buy. Write today or call your local Gould representative. He's listed under "Batteries Industrial" in the yellow pages. Gould-National Batteries, Inc., Trenton 7, N. J.

More Power to you from **gould**

As the Publisher Sees it . . .

There seems to be widespread realization, at last, that some sort of mass transportation is needed to preserve our cities. Monorail is much discussed as one solution, and it has a lot of popular appeal.

An extensive report recently conducted by Col. Sidney H. Bingham for the City of New Orleans reported on the feasibility of an "aerial rail transportation system" to ease the transit problems of that city. The cost of the proposed 16-mile line would be $32,659,000, or a little more than $2,000,000 a mile. While monorail no doubt offers many advantages, before making expenditures of this magnitude, municipalities might want to weigh the relative merits of spending only fractions of this amount per mile to rehabilitate existing railroad terminals and rights-of-way. With application of the latest technology, these lines could be what Long Island's President Goodfellow calls steel expressways.

The proposed New Orleans Monorail would run at a maximum of 60 mph, a speed which is already easily achieved even by conventional rail lines that have gone without benefit of any capital for modernization for three decades.

The glamour of the conventional, and, therefore, the popular appeal, might not be as great, but maybe if the railroad carbuilders would design a rail car that looked enough like something that might be launched at Cape Canaveral, they would have the public 100% behind them.

Robert S. Lewis

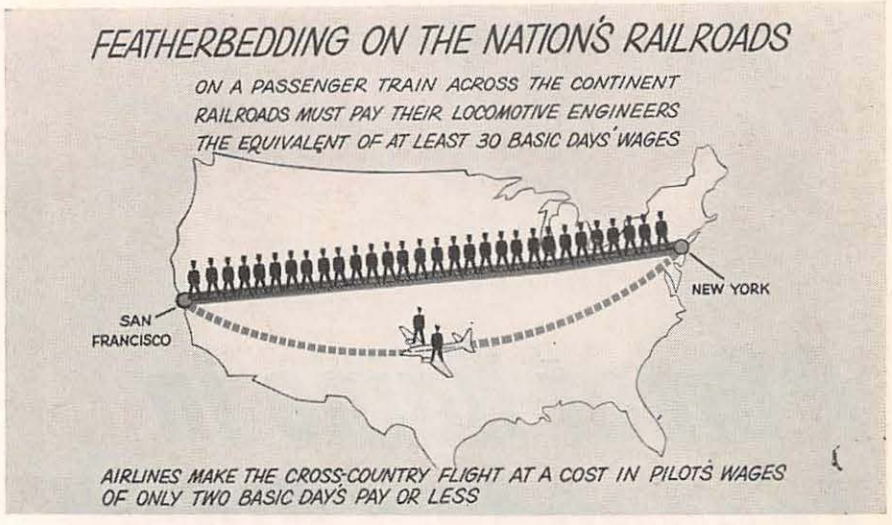
April Employment Up

Rail employment in April rose 0.93% over the previous month, but remained 0.34% below April 1958. Most substantial increase over March, according to the ICC's Bureau of Transport Economics and Statistics, was registered by maintenance of way and structures employees—3.78%.

Passenger Train Featherbed

The effect of featherbedding on passenger train operations was underscored by David I. Mackie, chairman of the Eastern Railroad Presidents Conference, in a recent address in Boston, Mass.

Mr. Mackie showed graphically how passenger train and freight train crewmen are able to command higher wages per-hour than railroad executives—and how their wage increases have far outstripped their increases in productivity.


FEATHERBEDDING ON THE NATION'S RAILROADS
ON A PASSENGER TRAIN ACROSS THE CONTINENT RAILROADS MUST PAY THEIR LOCOMOTIVE ENGINEERS THE EQUIVALENT OF AT LEAST 30 BASIC DAYS' WAGES
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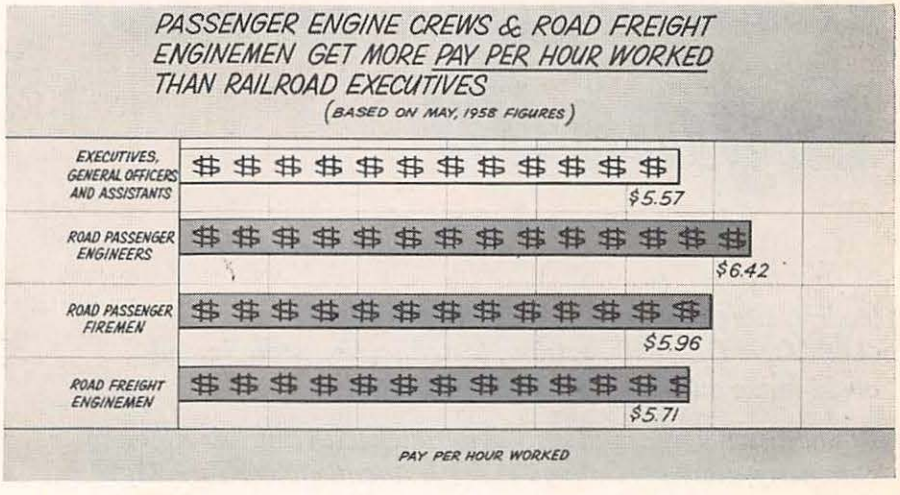

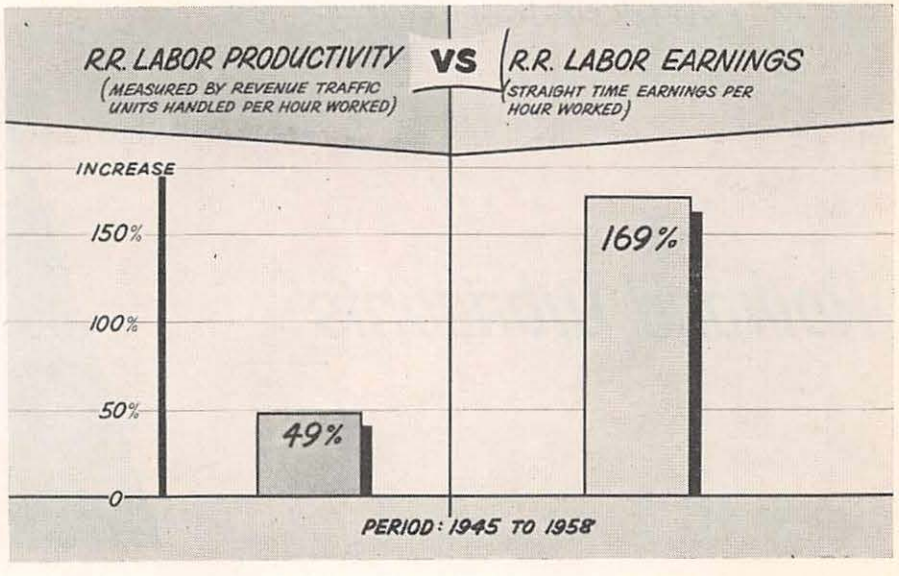

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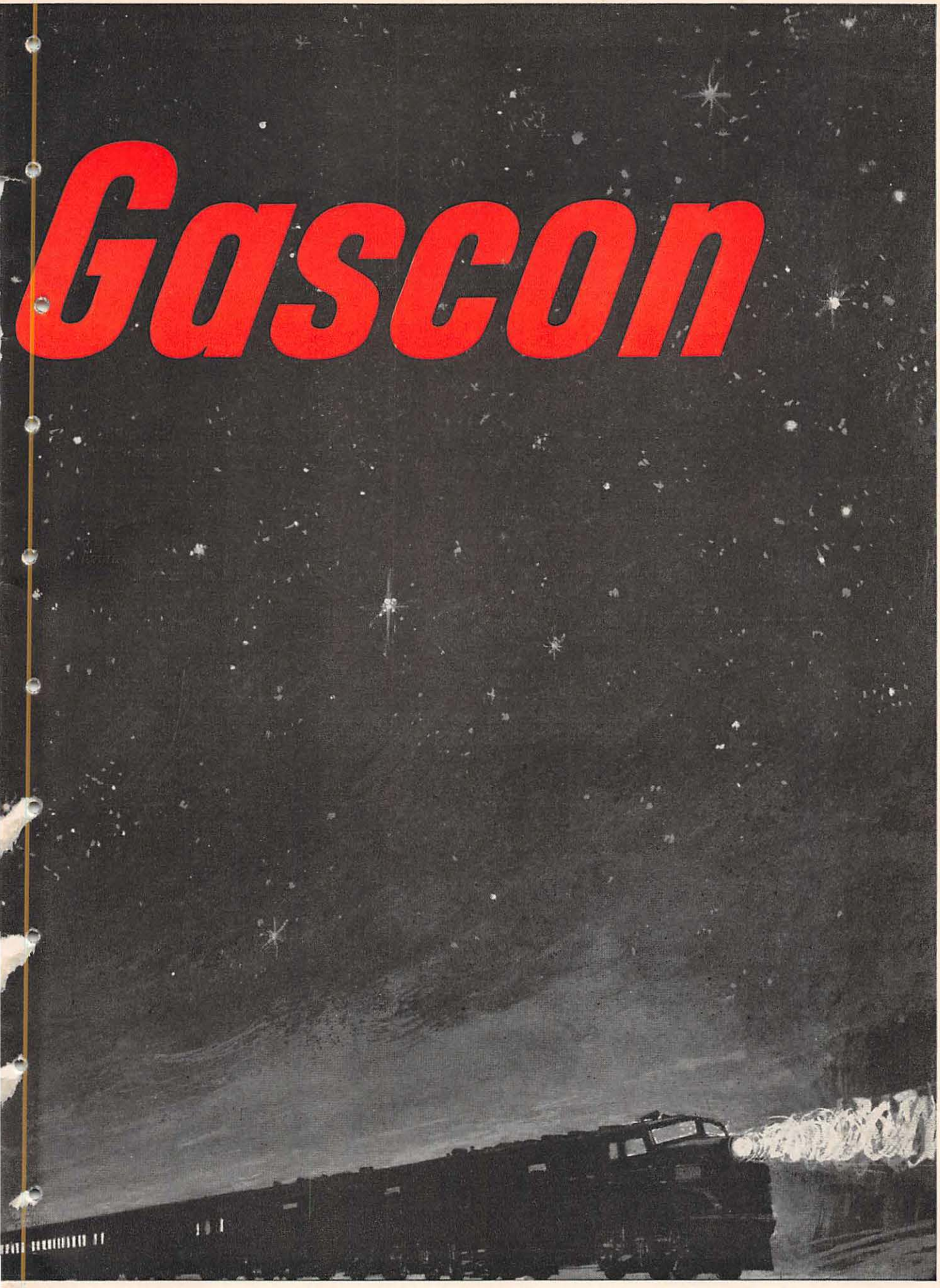
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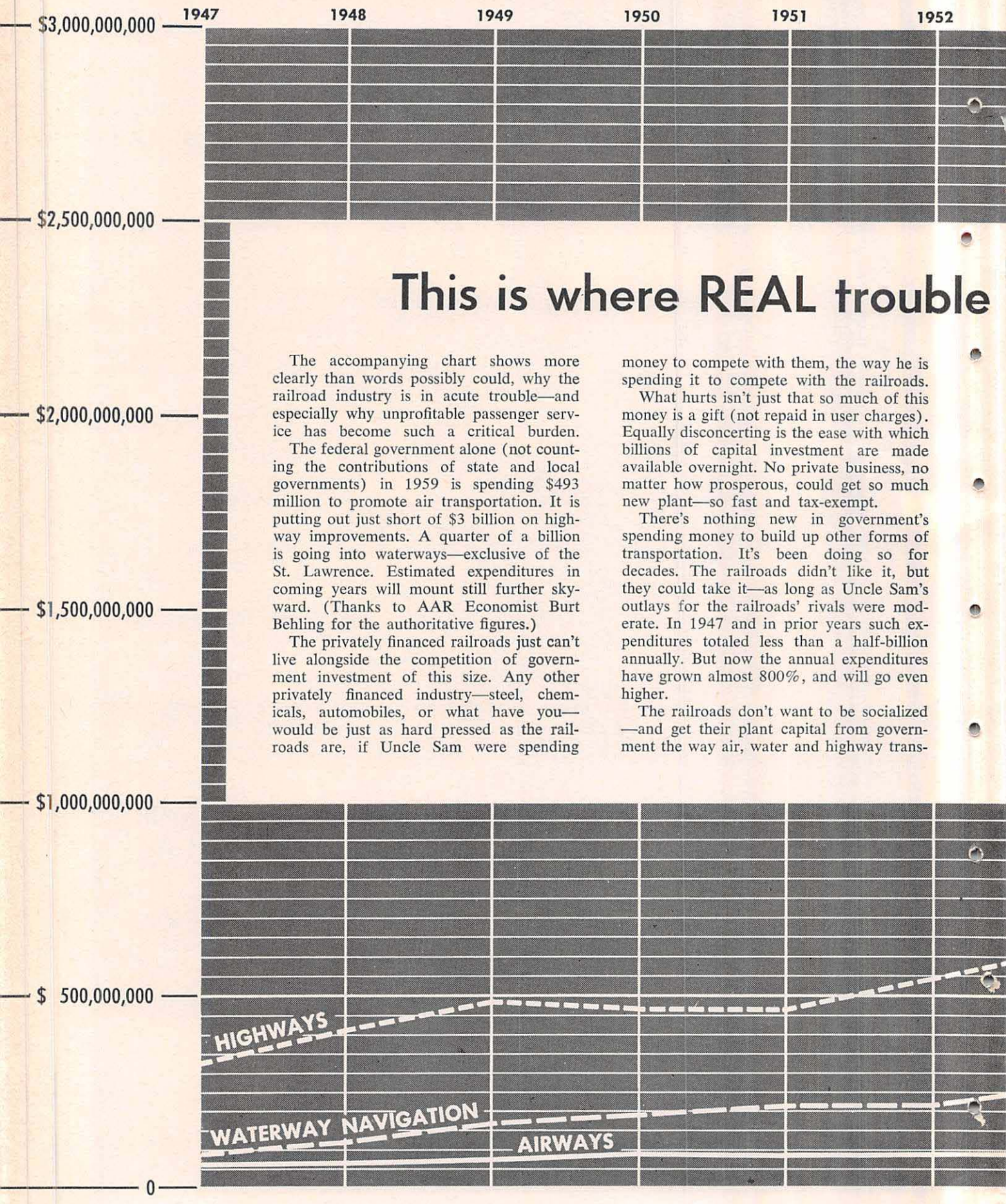


This is where REAL trouble

The accompanying chart shows more clearly than words possibly could, why the railroad industry is in acute trouble—and especially why unprofitable passenger service has become such a critical burden.

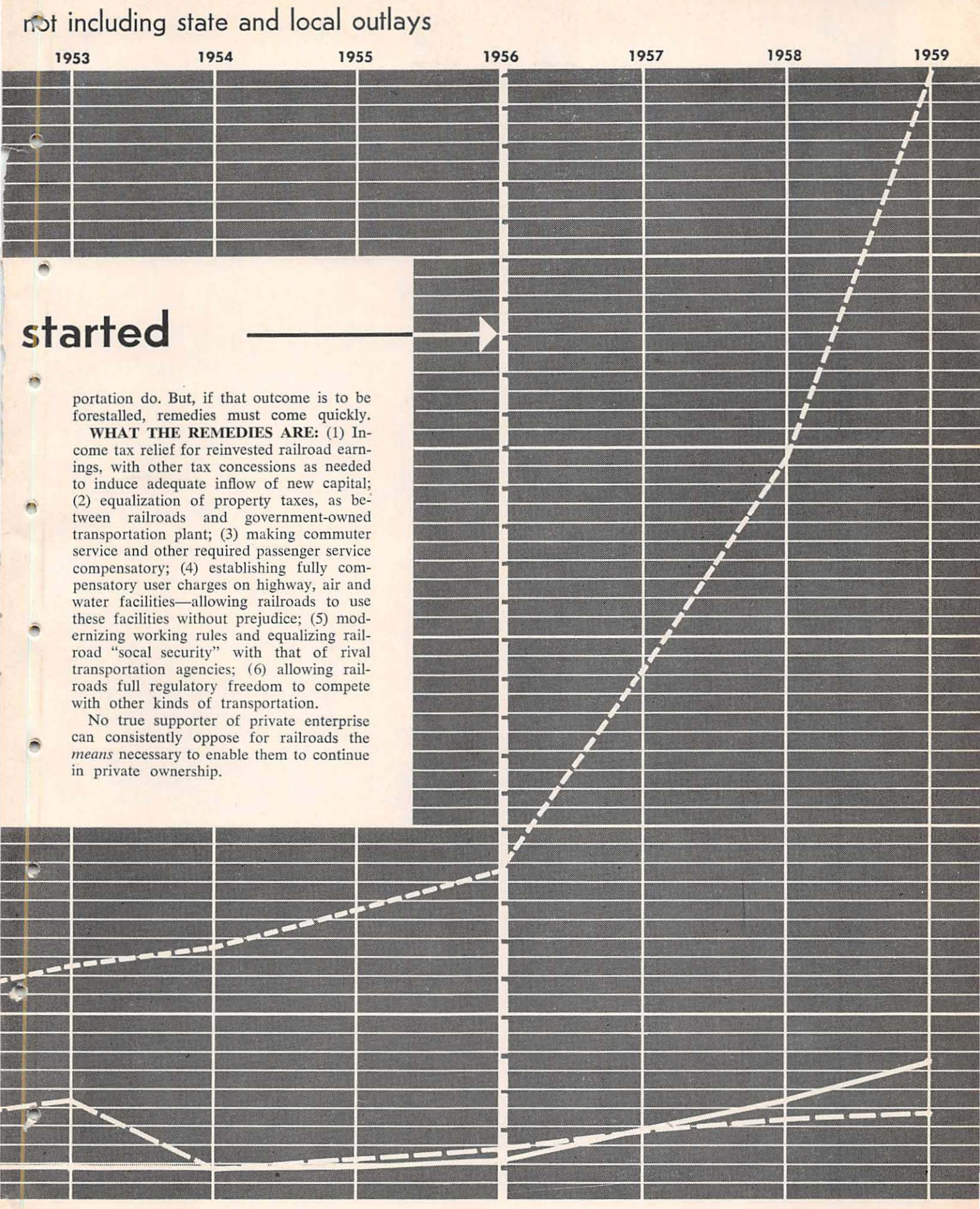
The federal government alone (not counting the contributions of state and local governments) in 1959 is spending $493 million to promote air transportation. It is putting out just short of $3 billion on highway improvements. A quarter of a billion is going into waterways—exclusive of the St. Lawrence. Estimated expenditures in coming years will mount still further skyward. (Thanks to AAR Economist Burt Behling for the authoritative figures.)

The privately financed railroads just can't live alongside the competition of government investment of this size. Any other privately financed industry—steel, chemicals, automobiles, or what have you—would be just as hard pressed as the railroads are, if Uncle Sam were spending money to compete with them, the way he is spending it to compete with the railroads.

What hurts isn't just that so much of this money is a gift (not repaid in user charges). Equally disconcerting is the ease with which billions of capital investment are made available overnight. No private business, no matter how prosperous, could get so much new plant—so fast and tax-exempt.

There's nothing new in government's spending money to build up other forms of transportation. It's been doing so for decades. The railroads didn't like it, but they could take it—as long as Uncle Sam's outlays for the railroads' rivals were moderate. In 1947 and in prior years such expenditures totaled less than a half-billion annually. But now the annual expenditures have grown almost 800%, and will go even higher.

The railroads don't want to be socialized—and get their plant capital from government the way air, water and highway trans-

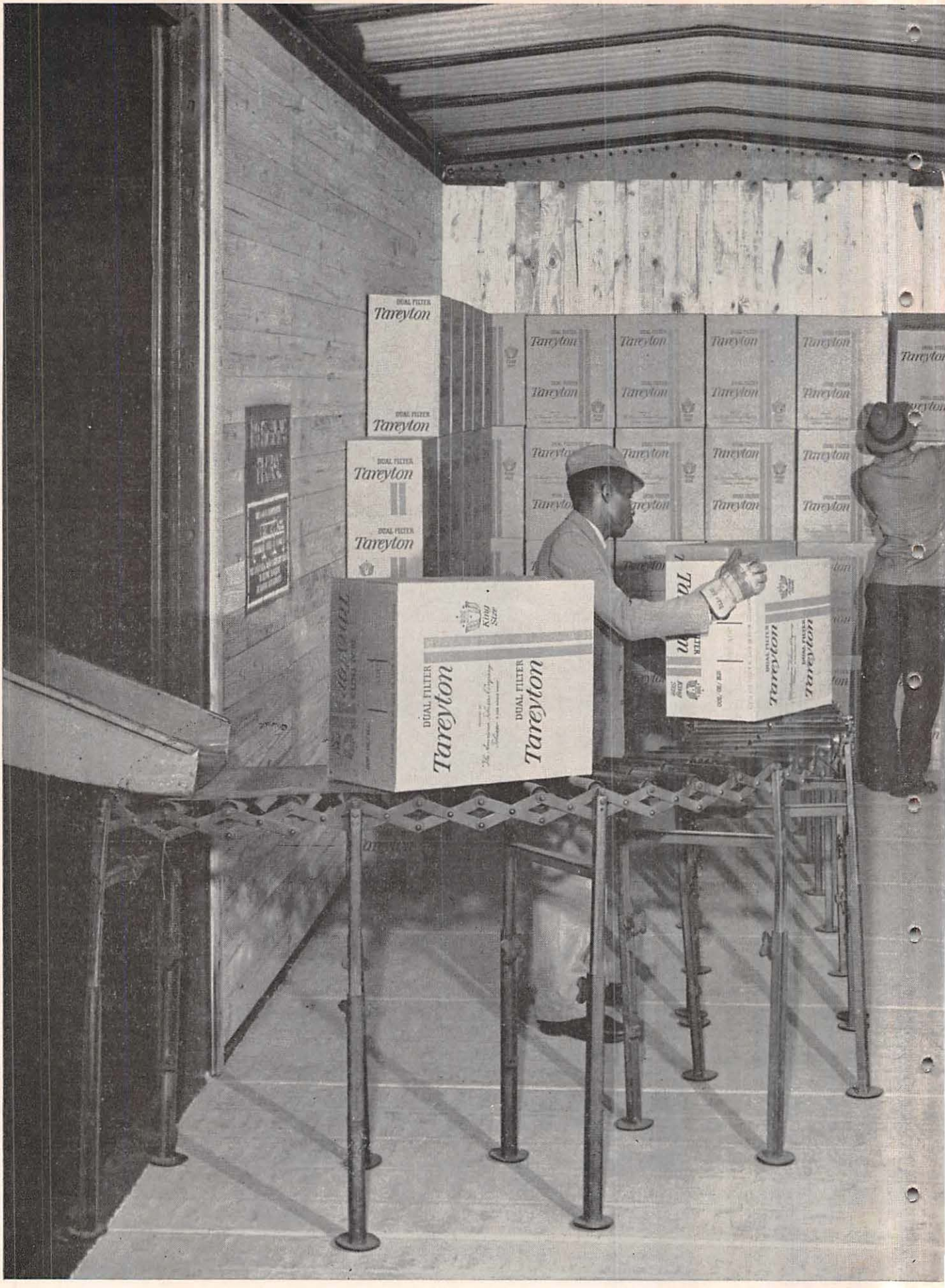


started

portation do. But, if that outcome is to be forestalled, remedies must come quickly.

WHAT THE REMEDIES ARE: (1) Income tax relief for reinvested railroad earnings, with other tax concessions as needed to induce adequate inflow of new capital; (2) equalization of property taxes, as between railroads and government-owned transportation plant; (3) making commuter service and other required passenger service compensatory; (4) establishing fully compensatory user charges on highway, air and water facilities—allowing railroads to use these facilities without prejudice; (5) modernizing working rules and equalizing railroad "socal security" with that of rival transportation agencies; (6) allowing railroads full regulatory freedom to compete with other kinds of transportation.

No true supporter of private enterprise can consistently oppose for railroads the *means* necessary to enable them to continue in private ownership.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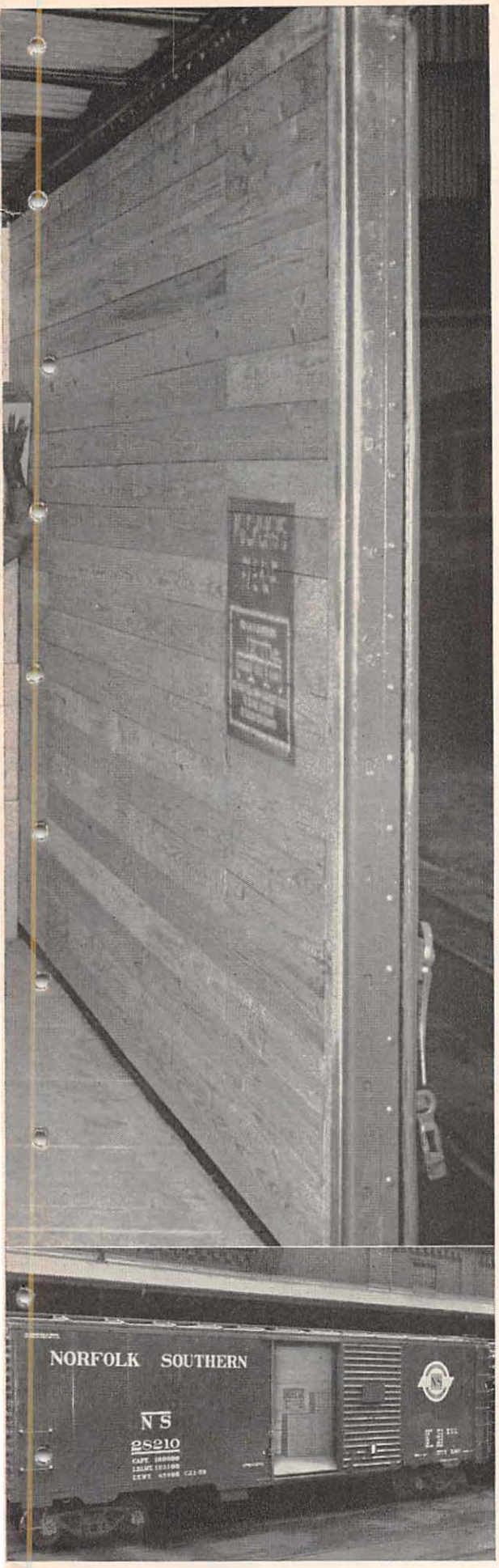

When it's valuable lading like DUAL FILTER *Tareyton*, the Norfolk Southern provides cars with N-S-F®

There's a tremendous investment in a carload of Dual Filter Tareyton cigarettes. And it takes a tremendous amount of shipping care to protect that investment. For even the slightest transit damage will render a package of cigarettes useless for vending machines—unsalable over the counter.

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For progressive railroads like the Norfolk Southern, N-S-F reduces damage claims, provides a floor that requires little or no maintenance (and often outlasts the car), while it increases the number of Class A cars in service.

For progressive shippers like American Tobacco, N-S-F means lower shipping costs through faster loading, fewer time-consuming damage claims to file, less merchandise to re-ship.

Now you can see why Norfolk Southern has recently added 613 N-S-F cars to its rolling stock. In all, 63 leading railroads have more than 65,000 N-S-F cars in service. And this figure is growing all the time.

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The cities the railroads built . . . . . .

. . . . will traffic jams destroy them?

THE CONCRETE OCTOPUS

This is the mirage—that when we can "just get over the road-building hump" there'll be room to spare for cars and trucks.

This is the reality—we're building a monster that crushes everything in its way, sucks the life out of cities, demands a bigger share of our national wealth. It's insatiable.

As fast as we build more roads, they're choked by an ever-growing glut of new cars and trucks. Some Americans are beginning to see the Concrete Octopus for what it is. Railroaders, particularly, should understand the monster and be able to lead the fight for its control.

America is paying a staggering price for its will-o'-the-wisp race between automobiles and highways.

Vast areas of the country's greatest resource, its land, are being buried beneath asphalt and concrete. By 1975, according to one estimate, the nation's highway system will occupy 17,000,000 acres—plus untold millions more in expressways, freeways, parking lots, garages and other appurtenances.

Nor is the end in sight. Automobile ownership soars faster than roads are built to accommodate it. Automobile registrations in 1937 were 25,390,000; today, they're well over 56,000,000—more than doubled in 22 years. They will double again, some say, by 1980. Not only that, cars are being used more. The average passenger car ran 8,622 miles in 1936; now the annual average is close to 9,500 miles.

This means that the present Federal-Aid highway program, as its predecessors before it, will be out of date before it's finished. Some engineers, adding up county, city, state and federal spending, figure $100 billion will be spent on all roads between now and 1970. Such outlays, they say, will be doing well if they preserve present inadequacy.

Worship of the internal combustion engine is a runaway religion. Its temple is the highway, its apostles numberless. No one yet has been able to measure its economic cost, but a few things are certain:

- Many metropolitan areas (there are 184, according to government figures) totter on the brink of total congestion. These same cities contain 66% of the country's population, 70% of the industrial jobs, 50% of the wealth.
- Great areas of land are taken from taxrolls and paved, no longer available for productive economic enterprise. A single mile of modern four-lane highway consumes 25 acres; a clover-leaf interchange, up to 75 acres. In one western city, an estimated 66% of the available land is already devoted to streets, parking and other automotive uses. This Gasopolis is Los Angeles.
- Transportation patterns are going haywire. Sweeping changes alter existing modes faster than they can adjust to it. Public transportation in New York City alone has lost 500,000 daily riders in the past eight years. Motor vehicles entering the city have increased 36% in the same period. The same

(Continued on following page)

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topsy-turvy trend is going on in city after city.

● The cities themselves are caught in a trap and so far not a single one has found escape. A recent study by the Committee for Economic Development showed that downtown areas in 13 major cities—places like Boston, Chicago and San Francisco — are shrinking. They are losing population and employment, while on their fringes unharnessed booms are taking place. More than 66% of new city homes today are built beyond what, until a few years ago, were the "city limits." Most city planners credit endless highway building with helping create urban sprawl and recognize they're stuck with it. The man who moves to the suburbs has to have a car and a road to drive it on. Once the investment is made, he drives.

● The country's whole defense picture is changed. For-hire carriers today grapple with each other over less than 10% of the intercity passenger business. Under such conditions they can hardly be expected to maintain plants big enough to absorb sudden wartime loads. The railroad case illustrates what can, and does, happen. Aggregate passenger capacity of the rail carriers dropped 30% from 1944 to 1956, and the decline since then has, if anything, accelerated.

All of these things are fundamental. The automobile has created a blue-ribbon crisis by changing a nation's transportation habits. It has shoved public transportation, railroad commuter service included, into the horse latitudes. In so doing it has generated a colossal traffic headache which the aspirin of more highways cannot cure. Rather, in a kind of chain reaction the highways themselves generate new headaches—not the least of which is to encourage ever more cars and trucks. (Ironically, railroads have been one of the big tax-paying supporters of highway transportation. They have helped their competitors grow with money they might have used to greater public advantage in improving their own rights of way.)

The nature of government, with responsibility divided between federal, state and local levels, has militated against anything approaching a comprehensive answer to the Concrete Octopus. Practically all efforts to cope with it have been toward more of the same—condemnations for wider streets and crosstown expressways and freeways; construction of elaborate parking facilities, sometimes underground ones; the take-over of tattered public transit systems. The salesman out working a city these days spends more time driving than he does calling on customers.

It would seem that means could be found to change all this; to give order and direction to desirable growth and assign a more fitting role to rubber-tired transportation. The automobile has assets too numerous to dispute. Well-planned highway development does, too. The overriding question is how to bring reality into focus before total disruption sets in.

A recent canvass of metropolitan planning officials produced opinions that answers can be found. These men point out that a city's job is to move people, not vehicles. The thing lacking is some kind of social organization with authority to deal with a problem that leaps across city and state borders.

Washington, D. C., is a case in point. That city, which spills over into Maryland and Virginia, has a high concentration of workers in the downtown area. It expects, by 1980, to have an area population of 2,000,000. A regional planning group has been working for months to devise ways to transport the people that must move in and out of the city every day. Tentatively, the solution is a comprehensive rail transit system, part surface, part subway, supplemented by bus feeder lines.

It may be that other cities will see the precipice they're headed for and succeed in turning the stampede before it's too late. Railroads have a stake in helping them do so. Prosperous and well-defined cities provide the terminal areas that railroads must have if they are to grow.

EVERYBODY'S SAYING IT . . . .

"No large city can afford to rely entirely on the private automobile."

—Chicago Tribune

San Francisco's official aloofness toward more and more freeways is neither unique, nor reckless, nor bereft of wisdom. The very existence of all Bay Area cities is directly involved.

—San Francisco Chronicle

"We have failed to coordinate the facilities of the subway, the surface rails and the buses. The automobile has filled the void—and filled our streets."

—Gov. Edmund G. Brown of California

Many workers live miles from factories and are dependent on private automobiles for transportation. In wartime, this dependence could be a dangerous liability.

—Vice Admiral Hyman G. Rickover

"All around Boston for 40 miles [there is] a vast conglomeration of factories, super-markets, furniture stores, garages, honky-tonks, outdoor movies, motels, parking lots, new and old housing developments and highways and highways and highways."

—Boston Herald

Until recently cities have continued to fight worsening transportation with highways and parking lots as favored weapons. It has been a hopeless, losing battle against traffic stagnation and urban decay.

—Daniel P. Loomis

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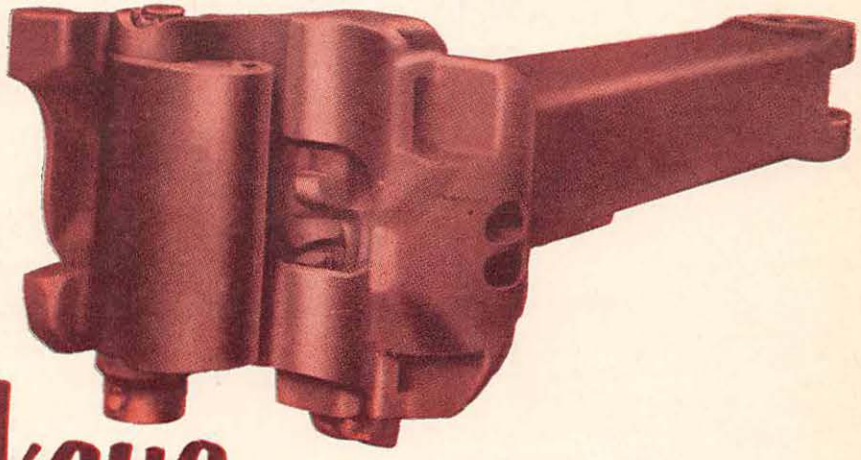

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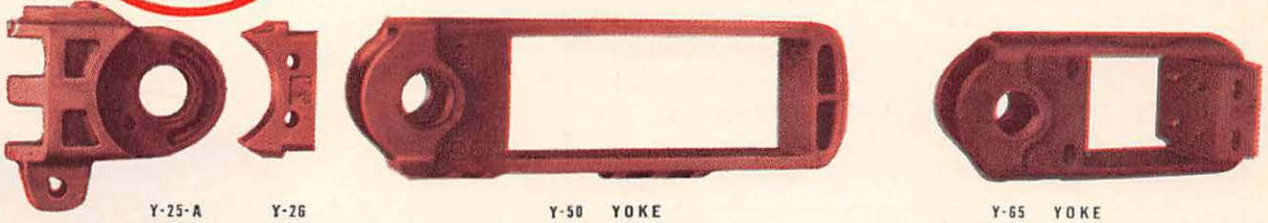

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- If one of a limited selection of good trains suits you;
- If you don't want the train to yourself.

In many cases, you'll find sleeping-car services of high quality. There will be adequate methods of obtaining food on board, and once in a while you'll run across a truly remarkable restaurant-on-wheels. Service by rail will be swift with limited stops, and it'll have about it something of a custom-tailored atmosphere.

United States railroads are not, as they sometimes have been made to appear, on their way out of the passenger business. If their precarious hold on a fragment of the travel market isn't loosened even more by government spending on highways and airways, most railroads for the foreseeable future plan to do the best job they can with the business they can attract.

This does not mean, however, that rail passenger service is a stable commodity, or that even today's profitable trains can be considered inviolable institutions. The travel habits of people have changed drastically in recent years as the technique of travel has undergone a revolution. The effect of public promotion of highway and air travel on railroads' ability to command traffic in volume has been astonishing and heartbreaking to railroaders. No one in the railroad business now is attempting to predict more than a relatively few years ahead.

No one, either, is holding out a panacea for the "passenger problem." Each railroad has its own problem, and in large measure each is seeking its own solution. Thankfully for those dedicated to good rail passenger service, there are large areas where, for the moment at least, the answer appears to have been found.

Generally speaking, what the railroads are doing is this: Using a method of judicial and quasi-judicial proceedings which is forced upon them because they are and long have been closely regulated industries, U. S. railroads are reshaping their passenger services along two lines:

- In the eyes of executives today, passenger trains no longer can be the drain on company finances they long have been. Consequently, they must be trimmed and revised until they are either paying their way or until they do not affect the company's financial well-being out of proportion to its assessment of their good-will value.
- The industry, too, no longer is willing to operate trains which are not patronized to an extent consistent with a railroad's inherent role as a mass-mover.

At the same time, however, railroads of late have awakened to the fact that any service, passenger or freight, has to be sold, not merely provided.

In attempting to sell passenger service, major railroads aren't merely whistling through the graveyard. For there is today, and will continue to be for some time to come, a rather large nucleus of profitable, usable passenger trains. By and large, railroads today are engaged in stripping down to that core. It's surprising how many already have done so.

In the past few weeks, Railway Age editors made a spot check among passenger-carrying railroads to report what lies ahead. How close, we asked, is the end of the shakedown? What is the optimum service your railroad could and would provide? Here, road by road, are the answers we got.

NEW YORK CENTRAL

The Central finds itself in about the same spot as the Pennsy, if not worse. Revisions made last year brought about an improvement in the passenger operating ratio (125.18 in 1957, 112.24 in 1958), but the road believes there's still much to be done. What NYC will be able to retain in the future in the way of intercity services is open to much speculation.

Currently, Central is seeking to discontinue its service between Chicago and Cincinnati. There is a possibilty, furthermore, that what trains remain between Indianapolis and St. Louis might be living a measured life, too. The road took over from Pullman the operation of most of its sleeping-car lines a year ago, resulting in some savings in switching and labor costs. As it has announced, Central will pull out of the Railway Express Agency next December 31.

PENNSYLVANIA

Biggest of the carriers, Pennsy probably has the biggest problem. Its passenger business is huge (revenues last year of $166.5 million), its losses are immense (expenses last year of $204.8 million). The road is dedicated to doing everything it can to reduce its deficit. The drain is undermining the health of the entire railroad.

This means, to PRR, eliminating the trains that run "hopelessly in the red" and never can be made profitable, and improving and promoting the others. Under study for 1959 are proposals which would bring about a substantial reduction in train-miles. Also under study, however, are ways that PRR might further capitalize on what it regards as a worth-while market between New York, Philadelphia and Washington.

Essentially, Pennsy prefers to stand pat on equipment, fares and schedules. It could be, the road reports, that studies in progress might bring about changes, especially in the New York-Washington service.

The "Broadway Limited" stands out as a bright spot. It provides an illustration of the type of service the road sees some future in. The subject of intensive promotion and close supervision, the train in recent months has been both patronized and popular.

Still, Pennsy's position remains: Where some roads could perhaps charge the loss from a few trains off to good-will, Pennsy operates 725 trains a day. Its losses are too serious,

it says, for such casual treatment. Last year Pennsy passenger services lost $44 million—wiping out most of the $56 million in net operating income produced by freight service.

SOUTHERN PACIFIC

Much-maligned and basically misunderstood, Southern Pacific is not attempting to back away from all passenger services. Its policy is one of shaping its services to public demand in a businesslike manner.

In the past 10 years, SP has spent $35.5 million on passenger equipment, not including locomotives.

With trains it feels are among the best in the country, SP still hasn't found the key to reducing passenger deficits to the acceptable point. Considerable advertising, cafeteria-type meal service which, because of lower labor cost, means lower food costs, a fare structure as low as any railroad's —none of these has turned the tide of dwindling patronage.

SANTA FE

Swinging west to a traditionally passenger-minded road, the picture changes—but not entirely. Santa Fe remains firmly in the camp of the passenger-minded. Its enthusiasm has been tempered somewhat in the past year by the realities of business, but only a few days ago President Ernest S. Marsh declared that "We will continue to provide passenger service and to give the kind of service that will have people coming back."

As are many roads, Santa Fe is reluctant to discuss in detail what kind of passenger service it is talking about. It's safe to consider most of its present blue-ribbon fleet as secure. It's not unreasonable to assume that Santa Fe also will operate a secondary train over most of its major routes so that the primary train will remain good.

Probably as much or more than any road in the west, Santa Fe has attempted to make its passenger services attractive through helpful and courteous employees. Also, its yearly series of good service meetings stresses ways in which operating department personnel can be effective passenger salesmen. Recently Santa Fe's employee magazine contained "travel tip" postcards. Awards await tipsters whose "prospects" actually make a trip over the railroad.

BURLINGTON

The extent of Burlington's optimism about the passenger business is measured by the way the road goes after it. The success of its sales effort is this: Last year, for the sixth consecutive year, Burlington increased its share of the western railroad travel market. Its decrease of 5.5% in revenue was a better-than-average showing considering the general slump in traffic.

Burlington is enthusiastic about the prospects for its principal "Zephyr" streamliners. As to branch-line trains and locals, of which it still has a number, the competitive situation will determine what's to happen. Last year the "Q" trimmed its passenger services by a total of 914,258 train-miles through discontinuances and consolidations. Similar cases are under "intensive study" this year.

Burlington's new "Denver Zephyr," on the other hand, did better in its second full year than it did in its first. Despite the slump, the train carried 98,286 passengers between Chicago and Denver in 1958, an increase of just under 2% over 1957. Total passengers carried between all points were 214,756, an increase of 2.71%. Slumbercoach, pioneered on this train between Chicago and Denver-Colorado Springs, continued to grow.

UNION PACIFIC

UP has capitalized on its position as a passenger-carrier to mold a service which could well set an example for a good many other roads: excellent trains between key points, a minimum of auxiliary schedules. In UP's case, its passenger policy seems to be paying off. Some months last year showed an increase of as much as 19% over the year before.

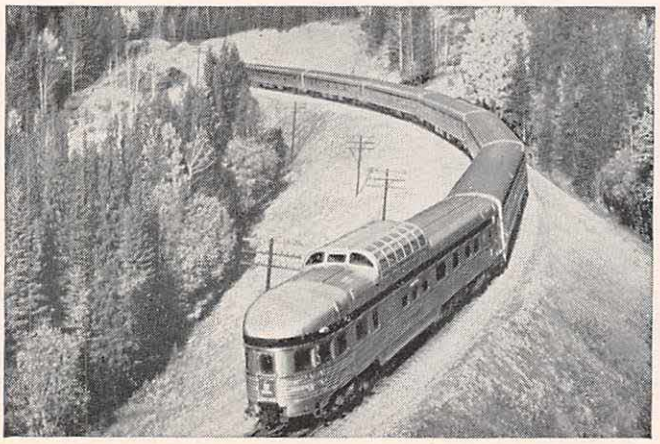
Already well-equipped, UP has new cars on order (see page 32). Leg-rest coaches are, in the road's thinking, a must on all major trains. In keeping with its policy of maintaining high standards of equipment, UP has provided a stand-by dome lounge car to be used beginning this summer when regularly assigned cars come out of the "City" trains for overhaul. The stand-by, which should go into service in mid-June, is the former dome observation lounge of GM's "Train of Tomorrow," It had been in Seattle-Portland service until it was shopped sometime ago. The dome car's rounded end has been squared off for mid-train use.

ILLINOIS CENTRAL

Let it take off one pair of trains (for which permission already has been sought) and Illinois Central will have

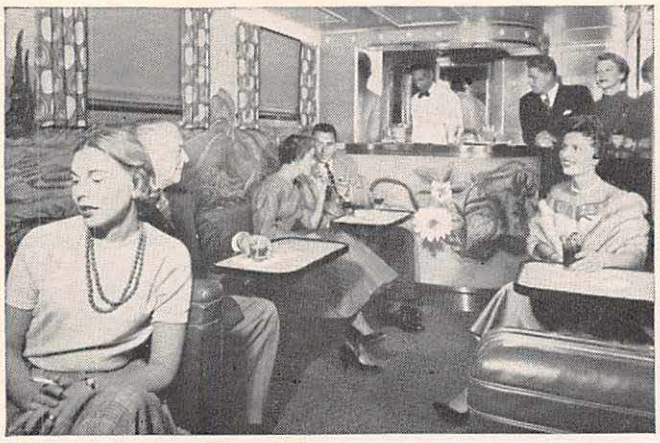
(*Continued on page 32*)

6 good reasons for traveling Canadian Pacific's Scenic Dome streamliner "The Canadian"



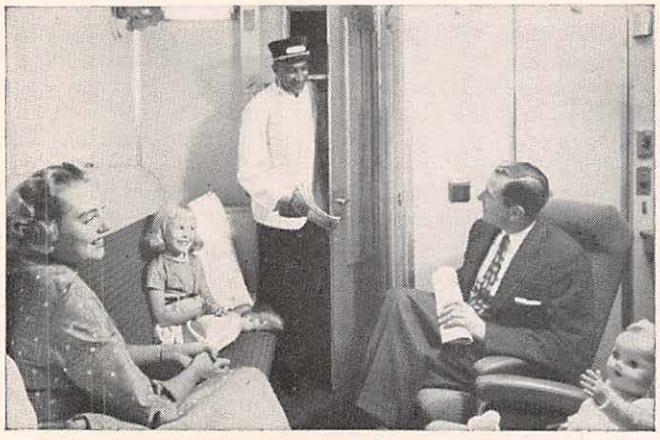
The Banff-Lake Louise Route takes you through the heart of the Canadian Rockies. "The Canadian" follows this spectacular Scenic Dome route, linking Montreal-Toronto and Vancouver with daily service throughout the year.

High in the Scenic Domes you command a matchless view of Canada's natural wonderland: snow-capped peaks that scrape the sky, stately forests of tall timber, and crystal-clear glacier lakes.



The intimate Mural Lounge is an ideal spot for passing leisure moments and meeting new friends. (You will also want to try the informal Skyline Coffee Shop for delicious but inexpensive light meals.)

In the Deluxe Dining Room Car you can savor superb cuisine, prepared by the finest Canadian chefs. Here, as throughout the train, passengers find the service is courteous, prompt and always thoughtful.



Bedrooms, roomettes and drawing rooms assure round-the-clock comfort. By day, there's room for relaxing. At night, you sleep soundly in spacious uppers or lowers as "The Canadian" speeds silently across the continent.

Thrifty, comfortable coaches feature reclining armchairs with full-length leg and foot rests and adjustable head rests. Other features: courteous porter service, soft transcribed music. All coach seats reserved at no extra cost!

SAVE 3 WAYS

ON NEW SAND HANDLING PLANT COSTS

1 Save on Creative Design... From the simplest manually operated processing or storage plant, to the largest *automated* plant you can be sure of cost-conscious design that will give you maximum efficiency at minimum cost.

Shown above is a typical semi-automatic Sand Handling Plant with a minimum processing capacity of 50 tons of Sand in 24 hours... Saves on labor costs.

2 Save on proven engineering... Ross and White Engineered sand plants will save you money at the start and will keep saving through the years. Performance records prove it.

3 Save on construction... Most modern methods and materials are used to give you the type of construction best suited to your requirements. You'll get extra years of trouble free operation.

Substantial savings can be realized when you consult Ross and White about your New Sand Handling Plant... In addition to creative design, proven engineering, and modern construction methods, you'll be saving in reduced maintenance costs, speeded-up service, more dependable, trouble-free performance.

Ross and White's twenty five years of experience is your assurance of continually reliable service designed to save you money right from the start.

Write today for full information on how you can *Save 3 Ways* with Ross and White Sand Handling Plants.

ROSS AND WHITE COMPANY
CHICAGO DAILY NEWS BUILDING, CHICAGO 6, ILLINOIS

Manufacturers of:
Automatic, Semi-Automatic and Manual Sand Handling Plants • "Blackhall" Stationary Train Washers • "Wilson" Portable Train Washers • "Red Devil" Car Shakers • Automatic Window Washers • "B&M" Sand Valves and Sand Hose

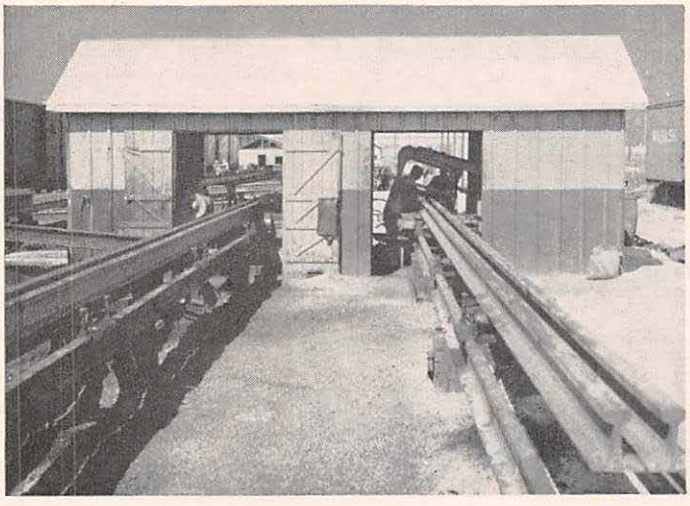
ROSS and WHITE

69°

LINDE . . . . . .

From fast weld making to rail laying RIBBONRAIL Service is a swift, efficient operation . . . reducing installation and maintenance costs.

General view of Wabash's dual rail welding setup. Here a double line of rails enters rail-end preparation shed. ▼



Here, rail ends are cut and cleaned prior to welding. Single saw speeds operation by preparing 4 ends simultaneously. ▼

. . your partner in Railroad Progress

HOW WABASH SAVES WITH "RIBBONRAIL" SERVICE

Progressive railroads throughout the nation are reducing track and rolling stock maintenance with LINDE'S RIBBONRAIL Service. The Wabash, for example, started its RIBBONRAIL program in 1948 with a 2-mile test section of 115 lb. continuous welded rail. Maintenance records on this test section proved emphatically the economy of continuous welded rail.

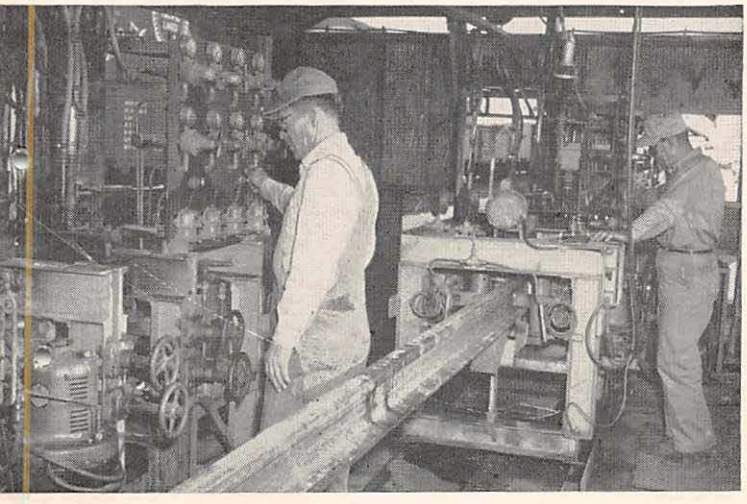
DUAL WELDING SETUP SLASHES COSTS! Today, the Wabash gets even greater efficiency from its RIBBONRAIL program by operating a *dual* welding unit at the Moberly, Missouri rail welding site. The unit consists of a saw for rail end preparation, twin welding and normalizing machines, and grinding equipment. In 1957, it produced 5,860 welds at an average speed of 3.9 minutes per completed weld . . . and reached peak rates as high as one weld every 3 minutes!

The Wabash states that the increased speed and efficiency of the dual setup cut total cost per weld *to as low as $5.47!* This covers costs for all materials and labor—from storage pile to flat car. Material costs alone for bolted joints would have been *double.*

The history of LINDE'S RIBBONRAIL Service is one of greater operating efficiency and lower weld cost. That is why it's the trend in modern railroading . . . and why more and more railroads look to LINDE, leader in continuous rail welding.

Plan your RIBBONRAIL Service Program now. Call your nearby LINDE representative today or write: Railroad Department, LINDE COMPANY, Division of Union Carbide Corporation, 30 East 42nd Street, New York 17, N. Y. Offices in principal cities. *In Canada:* Linde Company, Division of Union Carbide Canada Limited.

Close-up of twin welding machines where rails are oxy-acetylene pressure-welded at 2550 deg. F. Normalizing, grinding, and weld testing complete the operation. ▼



RAILROAD DEPARTMENT

Linde
TRADE-MARK

UNION CARBIDE

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reached an optimum passenger service. The pair of trains is the "Springfield Special," a left-over from the cast last year which resulted in substantial reductions in train-miles between Chicago and St. Louis.

Beyond progressing that discontinuance proceeding, IC has no present plans for further modifications of its service.

This does not mean to the IC, however, that the passenger problem is solved once and for all. This comment comes from its executives: "The railroad passenger problem is directly related to the subsidies given competing forms of transportation by governments at all levels. Until this evil is corrected the future of passenger service will continue to be cloudy."

CHICAGO & NORTH WESTERN

By its rank according to gross revenues (10th), C&NW appears to be a major passenger-carrier. It serves, however, a territory covered equally as well or better by other railroads, by airlines and highways. Someday—how long can't be determined—the road may be out of the intercity passenger-hauling business entirely.

There is, temporarily, a "hard core" of passenger services C&NW is endeavoring to maintain: a day train between Chicago and the Twin Cities plus relatively frequent schedules between Chicago, Milwaukee and Green Bay.

Yet C&NW officers aren't sure that even this market will last in the face of the federal highway program. The hauls are short, and controlled-access roads are being built along the same routes. C&NW takes the position that its many train-discontinuance applications are initiated not by its management but by the traveling public, either through disuse of rail services or through their advocacy of other forms of transportation in competition with the railroads.

ROCK ISLAND

With some longer hauls in its territory and a more firm base on which to build, Rock Island's position is different. "There's nothing in our picture which makes us want to go out of the passenger business," one officer declares. Some Rock Island trains are real money-makers on an out-of-pocket basis. Example: the "Golden State Limited," which has earned as much as $8 a mile.

Rock Island's basic service pattern is reasonably secure. The road is one which has experimented with reduced first-class fare in certain markets with some success. Individual months have shown increases ranging from 35% to 112%—but last winter's severe storms definitely are a factor which could throw the averages off.

As have a number of other roads, Rock Island has seen an increase in coach business. In this case, long-haul coach travel is up; short-haul business is holding its own.

MILWAUKEE ROAD

Gradual adjustment has kept the Milwaukee current with optimum service. No major revisions are in the wind. Again a heavily coach railroad (91%), Milwaukee also sees a place for such trains as its overnight Chicago-Minneapolis "Pioneer Limited."

Next month the Pioneer will get a modernized lounge-diner and possibly, if business warrants when C&NW's companion train comes off, additional sleeping car capacity. Even though population density is lacking in large amounts west of Minneapolis, the "Olympian Hiawatha" still is regarded as a worth-while train. Between these services, and with long-haul tourist travel over the jointly operated "City" streamliners, Milwaukee's President William J. Quinn sees his railroad as being "in the passenger business for a long time to come."

Milwaukee has had "very good results" in its honoring of coach tickets in Touralux sleeping cars on the Olympian Hiawatha. Moreover, as pioneer

(Continued on page 68)

Passenger Equipment Market

These are not the brightest of days for passenger equipment manufacturers. Good passenger-carrying cars, due to a sell-off program of New York Central and others, are available, sometimes at nearly scrap prices. Yet some suppliers think an upturn is coming, especially in the business of remanufacturing coaches. On many roads, coach traffic is holding up well or improving—and cars will be much in demand, the manufacturers think.

Biggest dilemma centers around Budd Company's 40-passenger Slumbercoach. Twelve cars are completed, awaiting a buyer or a lease. One road to evidence interest is Northern Pacific, which is thinking (unofficially as yet) that it might someday replace with a coach-rate Slumbercoach a regular line sleeper in its North Coast Limited.

Burlington and B&O both have Slumbercoaches, on the Denver Zephyr and Columbian, respectively. Both are happy with the cars. B&O's, put in service last March, ran 86% occupied for the remaining 10 months of the year. In that time they accounted for a Pullman room revenue of $187.41 per car-day, against Pullman expenses of $169.31. Burlington's four cars carried 77,289 passengers in the first 26 months of their operation, through last December 31. Average occupancy per car-trip in 1958 was 33.6; in 1957 it was 31.3. (Burlington holds one room out for the porter.) Pullman revenue per car-trip was $226.55 on the average in 1958, $212.42 in 1957.

Here is the breakdown of car orders on the books of commercial builders:

RAILROAD	NUMBER	TYPE	BUILDER
C&NW	28	Gallery (trailer)	P-S
	8	Gallery (cab)	P-S
CRI&P	3	Coach (remanufactured)	P-S
KCS	10	Baggage	P-S
	4	Coach (remanufactured)	P-S
SP	10	Baggage	St. L. Car
SP&S	1	Bag-postal storage	St. L. Car
UP	10	Lunch counter-cafe lounge	St. L. Car
	20	Chair	St. L. Car
	5	Bag-postal storage	St. L. Car

Memo from Washington:

Up to May 10, 16 railroads had used, or were using, the new train-off provisions which were added to the Interstate Commerce Act last summer. Here's a complete listing of the railroads which had applied up to that date for permission to discontinue trains, what they asked for, and where the cases stood then.

CHICAGO & NORTH WESTERN: 3 cases. Trains 405-406 (Chicago-Minneapolis). Notice issued Jan. 12, effective Feb. 15. ICC ordered investigation Feb. 3. Four month maximum suspension expires June 15.

Trains 119-156-154-157-151-120 in Chicago - Waukegan - Milwaukee area. Notice issued Apr. 17 to be effective May 17. ICC ordered investigation Apr. 29, suspending effective date four months.

Trains 203 and 204 (Minneapolis-Council Bluffs). Notice issued May 7, effective June 11.

ERIE-SUSQUEHANNA: Hudson River ferry service. Notice issued Aug. 14, 1958, effective Sept. 14, 1958. No ICC investigation. Ferries discontinued.

GREAT NORTHERN: 1 case. Single-unit train operating between Williston, N.D., Sidney, Mont., Waterford City, N.D., and Richey, Mont. Notice issued Sept. 19, 1958, effective Oct. 20, 1958. ICC investigated, authorized discontinuance Feb. 6. (This was case in which Commission found it lacked authority to impose labor-protection conditions in these service-abandonment cases).

LEHIGH VALLEY: 1 case. Discontinue all main-line passenger service. Notice issued Dec. 9, 1958; effective Jan. 12, 1959. ICC moved to investigate on Dec. 23, 1958; on May 1 approved discontinuance of 6 trains but ruled that 4 others must continue. Reopened case May 8 to consider service to Ithaca, N.Y.

LOUISVILLE & NASHVILLE: 3 cases. Trains 9-12 (New Orleans-Ocean Springs, Miss.) Notice issued Dec. 1, effective Jan. 2. ICC opened investigation Dec. 17; on Apr. 22 ordered continuation of service, New Orleans-Pass Christian, Miss.

Trains 32-33 (Cincinnati-Atlanta). Notice issued Feb. 12, to take effect Mar. 17. ICC ordered investigation Feb. 19. Suspension expires July 17.

Trains 101-104 (Bowling Green, Ky.-Memphis, Tenn.) Notice issued Mar. 30, effective May 4. ICC investigation ordered Apr. 16; suspension will expire Sept. 4.

MINNEAPOLIS & ST. LOUIS: 1 case. Trains 3-4 (Minneapolis-Des Moines). Notice issued Oct. 14, 1958, effective Nov. 22. ICC investigated, authorized discontinuance in Mar. 16, 1959, report.

MISSOURI PACIFIC: 3 cases. Trains 116-103 (Little Rock-Alexandria, La.) Notice issued Mar. 25, to take effect Apr. 27. ICC ordered investigation Apr. 13. Suspension due to expire Aug. 27.

Trains 119-110 (Kansas City-Omaha). Notice issued Apr. 1, effective May 4. Investigation ordered Apr. 16. Four month suspension period expires Sept. 4.

Trains 519-510 (Atchison, Kan.-Downs, Kan.) A Section 13a(2) petition on intrastate service. ICC authority may be invoked after an adverse decision by state authority, or if latter fails to act in 120 days. Unlike Section 13a(1) notices in interstate cases, there are here no time limits on the ICC.

NEW HAVEN: 1 case. 14 trains, Boston-Providence. Notice filed Feb. 3, to take effect Mar. 6. ICC ordered investigation Feb. 18, automatically suspending discontinuance to July 6.

NEW YORK CENTRAL: 4 cases. Trains 495-496 (Albany, N.Y.-Pittsfield, Mass.) After road's Dec. 4, 1958 notice, ICC began investigation Dec. 18. On Apr. 13, 1959, ordered continuation of service between Albany and East Chatham, N.Y.

Weehawken ferry service was permitted to end Sept. 13, 1958, pursuant to road's notice, after ICC concluded not to investigate. However, subsequent court proceedings delayed abandonment until Mar. 25, 1959.

Trains 964-971-950-993-965 (West Haverstraw, N.Y.-Weehawken, N.J.) Notice filed Jan. 12; investigation ordered by ICC Jan. 28. On Mar. 31, NYC asked to withdraw notice and ICC discontinued case Apr. 2 "without prejudice."

All passenger service on St. Lawrence Division, another Section 13a(2) case involving intrastate service (See Missouri Pacific, above).

NORTHERN PACIFIC: 9 cases. Trains 111-112 (Staples, Minn.-Oakes, N.D.) Notice issued Nov. 24, 1958, effective Dec. 27. ICC ordered investigation Dec. 15, and on Apr. 13, 1959, authorized discontinuance.

Trains 3-4 (Mandan, N.D.-Glendive, Mont.) Notice issued Nov. 24, 1958, to take effect Dec. 28. Investigation ordered Dec. 15. An Apr. 14, 1958, report authorized taking off the trains.

Various intrastate trains in North Dakota (7 separate cases), including discontinuance of 14 trains and switch from daily to tri-weekly service in some instances. These are more Section 13a(2) applications.

PENNSYLVANIA: 2 cases. Both are for authority to drop intrastate service —Trains 988-977 (Pemberton, N.J.-Camden) and Trains 805-812 (Trenton, N.J.-Red Bank). ICC has taken no action as yet.

SOUTHERN PACIFIC: 3 cases. Trains 39-40 (Los Angeles-Tucumcari, N.M.) Road proposed to eliminate 40 stops to expedite schedules, effective Oct. 26, 1958. ICC concluded not to investigate; SP was free to make the changes.

Trains 9-10 (San Francisco-Portland). Road proposed on Dec. 9, to switch from daily to seasonal basis of service, effective Jan. 15, 1959. Daily service in heavy seasons, tri-weekly other times. ICC ordered investigation on Dec. 31. ICC report of May 6 authorized the service changes.

Trains 226-241-247-248 (Oakland-Sacramento); trains 59-60 (Los Angeles-Sacramento), and trains 155-156 (San Francisco-San Jose). Latter two would continue to run on Sundays, holidays. This also is a Section 13a(2) case as all the trains operate intrastate.

SOO LINE: 2 cases. Trains 5-6 (Enderlin, N.D. - Minneapolis). Notice issued Nov. 3, 1958, to take effect Dec. 8. ICC investigated, authorized discontinuance in Apr. 1, 1959, report.

Trains 64-65 (Thief River Falls, Minn.-Duluth-Superior). Notice issued Nov. 13, 1958, effective Dec. 29. After investigation, ICC authorized road's proposal on Apr. 13, 1959.

TEXAS & PACIFIC: 1 case. Merge trains 225-226 (Texarkana, Ark.-Longview, Tex.) into trains 3-4. Notice on Dec. 19, 1958, set effective date of Jan. 20. On Jan. 7 ICC ordered investigation. Four months' suspension due to expire May 20.

WABASH: 1 case. Trains 11-14 (Moberly, Mo.-Des Moines). Notice issued Apr. 16, to take effect June 1. May 4, ICC ordered investigation, suspending road's action for four months.

You really clean up Wyandotte

And his special service may save you real money!

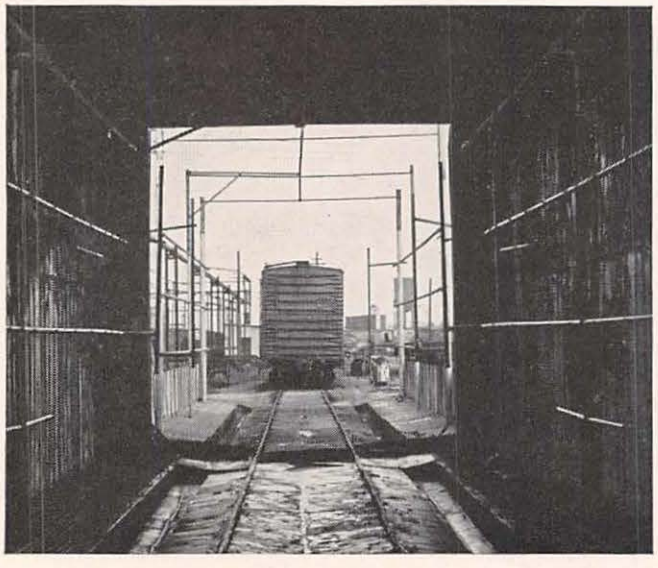
If you're looking for the best job with the most efficient products and at the lowest use-cost, then this special Wyandotte service will interest you.

Your Wyandotte railroad-cleaning specialist is assigned permanently to *your* line. He devotes his attention to *your* cleaning problems . . . railroad cleaning is his full-time job. And, through his years of experience, he offers a vast knowledge of methods, procedures, and products.

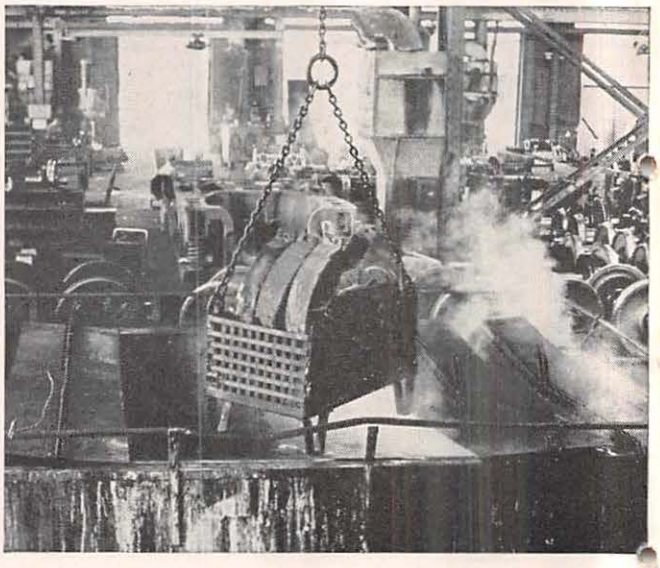
Your Wyandotte specialist isn't restricted to any local area, either. He can provide service on a systemwide basis to co-ordinate his activities with the requirements of your mechanical, purchasing, and test departments. He can even help you eliminate overlapping inventories.

Convenience and confidence go hand in hand when a Wyandotte man is on the job. Many times he'll be able to recommend a better cleaning method at lower cost. And he can furnish you with special Wyandotte blueprints for installing time-saving and money-saving cleaning processes.

If you're not taking advantage of this special service, fill out the coupon and send it in right away. *Wyandotte Chemicals Corporation, Wyandotte, Michigan. Also Los Nietos, California. Offices in principal cities.*

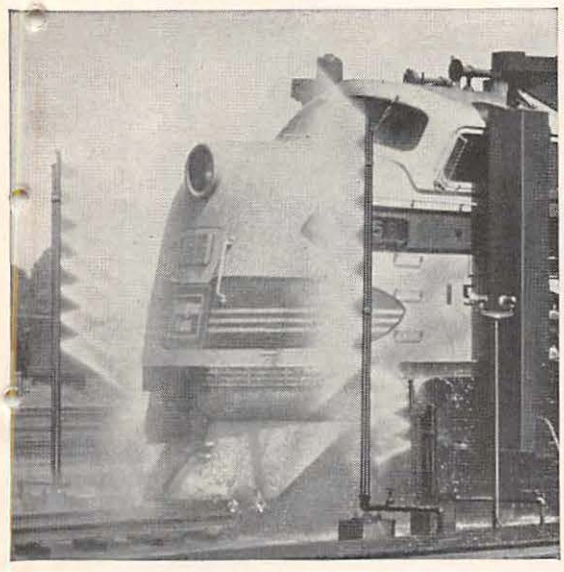


Less than 8 minutes and WYANDOTTE-21 strips all paint from a boxcar! Using stripping tunnel, no hand labor required. Total cost—including stripper, labor, phosphatizing—less than $7!



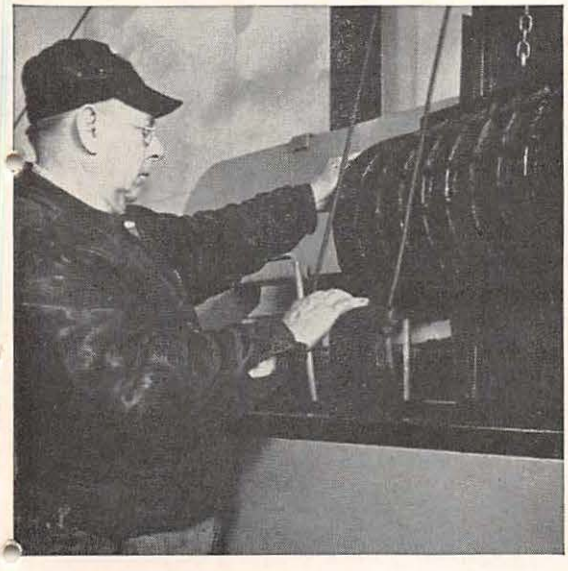
2½¢ a ton is all it costs to vat-clean ferrous parts with WYANDOTTE-11! This special cleaner boasts good emulsifying characteristics, long service life, 100% solubility, and low use-cost.

when there's a cleaning specialist on the job!



Exterior diesel cleaning with automatic washer and WYANDOTTE-75 cuts costs to about 15¢ per unit! On top of that the operation takes just *1½ minutes*. It's quicker, easier, and costs less!

Wyandotte spray-on, spray-off method (using WYANDOTTE-30) produces sparkling-clean, oil-free diesel-unit interior for $1.35 each! No back-breaking labor; no costly hand wiping necessary.



For a better job cleaning aluminum parts, WYANDOTTE ALTREX® vat-cleans a ton for only 3¢! Faster cleaning means lower use-cost. Compare this with any other cleaner on the market and see!

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Complete line of cleaners for all railway needs

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Please have a Wyandotte railroad-cleaning specialist call on me.

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Railroad_____

Department_____

Address_____

City_____ Zone_____ State_____

Why Union Pacific Railroad Advertises for Passenger Business

In face of all that has been said and written about railroads getting out of the passenger business, doesn't it seem strange that Union Pacific should be so energetic and enthusiastic about promoting passenger business on its Streamliners and Domeliners?

Believing that if you create a better product people will buy it, Union Pacific, in the last few years, has invested over $31,000,000 in new, modern passenger equipment. This has included dome lounges, dome diners and dome coaches . . . latest design Pullmans . . . and the most comfortable coaches ever built. Today, Union Pacific operates the finest, most luxurious transportation between Chicago and the Pacific Coast! ***This is why Union Pacific advertises its passenger trains!***

But what about planes? Aren't the airlines putting the trains out of business? No, Virginia, as long as there are people who prefer the finer things of life there'll always be those who will choose to ride on Union Pacific trains! Not all people believe that you "have to break your neck" to get there. There are those who firmly believe that travel was meant to be enjoyed—not merely endured. And those who can afford to travel by train see no reason for paying more for something less! ***This is why Union Pacific advertises its passenger trains!***

Then there's the matter of special family fares. Union Pacific encourages families to travel together. For four days of every week—Mondays through Thursdays—fares are made so attractive to husband and wife, or one or both parents and their children, that trips started on those days become unbelievably low in cost. These special rates apply to both coach and Pullman accommodations. Children are thrilled to ride on the train (and who isn't?) and because of their welcomeness aboard, they never fail to have a good time. Since travel "togetherness" can be such a thrilling experience, Union Pacific extends a special welcome to families traveling together. ***This is another reason why Union Pacific advertises its passenger trains!***

Does all this effort to tell the Union Pacific story of its fine trains really pay off? We hope so. And we believe it does. The nicest letters are written to us by people who have ridden our trains recently and they are very enthusiastic about their trip experiences. We know you will also find Union Pacific Domeliners and Streamliners the finest and most luxurious means of travel in America today, and we want everyone to know about it! ***That's why we advertise so enthusiastically!***

Passengers and Shippers Agree — Travel is Best on U.P.

UNION PACIFIC RAILROAD

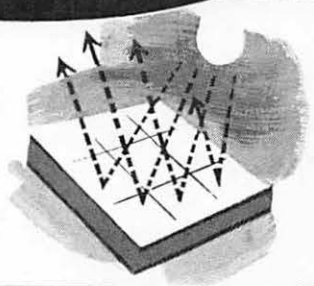
SIX-WAY $ SAVINGS WITH

Streamlite HAIRINSUL

Leading refrigerator car builders depend on time-tested Streamlite Hairinsul for insulation because of its proven efficiency and its six money-saving features.

1. LOW CONDUCTIVITY

Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour per degree F., per inch thick.

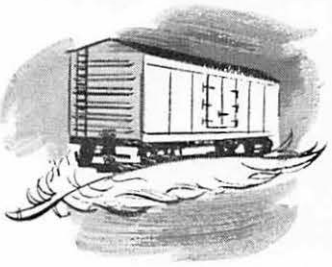


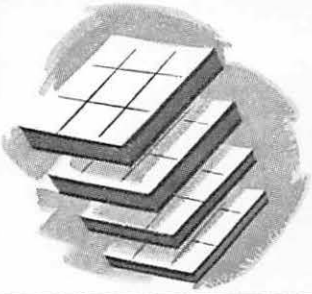
4. EASY TO INSTALL

Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall section between fasteners.

2. LIGHT WEIGHT

Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.





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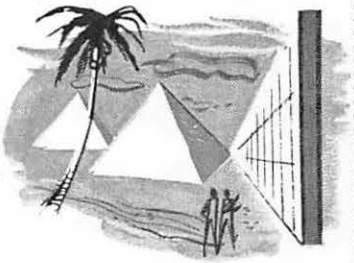
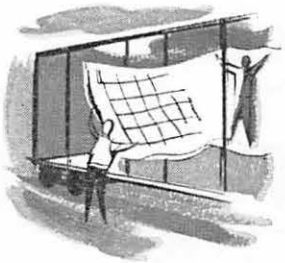
Streamlite Hairinsul is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.

3. PERMANENT

Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.





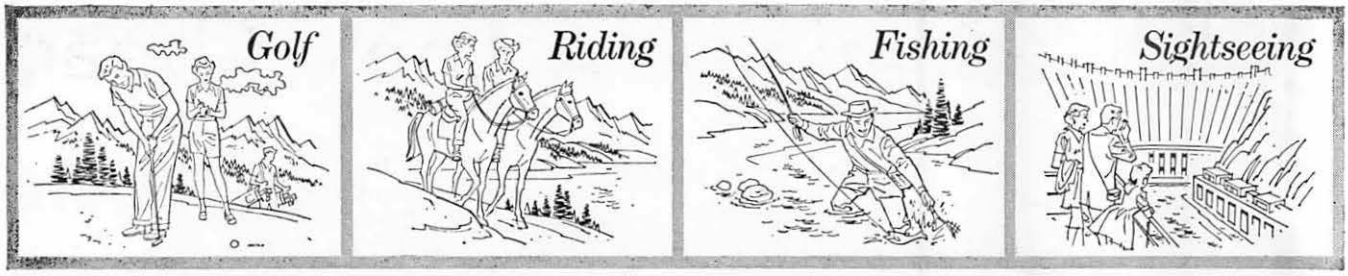
6. HIGH SALVAGE VALUE

The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

AMERICAN HAIR & FELT COMPANY

Merchandise Mart • Chicago 54, Illinois

SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED



Vacationland, U.S.A.

Go Great Northern to the West's best vacation spots!

Choose one or several delightful vacation spots 'way out West. Then go the carefree, car-free way . . . via Great Northern's sleek streamliners across the top of the nation. You'll see more than magnificent scenery! You'll see industrial and commercial opportunities; one of them may be right down your alley!

Turbulent, snow-fed rivers, stopped by mighty dams, hold the promise of abundant water power for a new plant . . . ample irrigation for crops to be processed. Mighty soaring peaks of many-hued rock, their slopes decked with giant pines, also remind one of the mineral wealth and forest resources at hand. Burgeoning cities of the Great Plains and Pacific Northwest bespeak an adequate labor force.

The coupon below will get you vacation facts. For information on business opportunities write: *Industrial and Agricultural Development Dept., Great Northern Railway, St. Paul 1, Minnesota.*

Two Great Streamliners: EMPIRE BUILDER · WESTERN STAR

Offices in Principal Cities of U.S. and Canada

Clip and mail now!

P. G. HOLMES, Passenger Traffic Manager
Dept. C-59, **GREAT NORTHERN RAILWAY,** St. Paul 1, Minn.

Please furnish details on vacation areas checked:

☐ 1. Alaska	☐ 6. Seattle	☐ 11. Great Dams
☐ 2. Hawaii	☐ 7. Tacoma	☐ 12. Spokane
☐ 3. Vancouver-Victoria, B.C.	☐ 8. Portland	☐ 13. Glacier Park
☐ 4. Olympic Park	☐ 9. California	☐ 14. Canadian Rockies
☐ 5. Puget Sound	☐ 10. Columbia Basin	☐ 15. Blackfoot Indians

Name_____

Address_____

City_____ Zone____ State_____

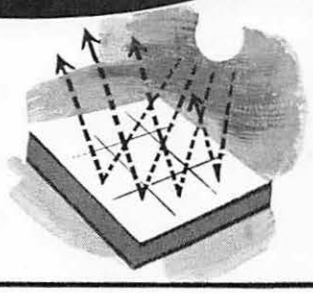
SIX-WAY $ SAVINGS WITH

Streamlite HAIRINSUL

Leading refrigerator car builders depend on time-tested Streamlite Hairinsul for insulation because of its proven efficiency and its six money-saving features.

1. LOW CONDUCTIVITY

Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour per degree F., per inch thick.



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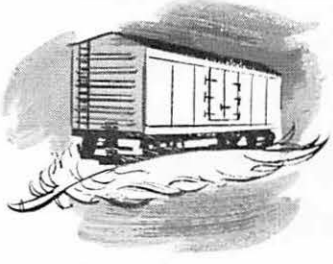

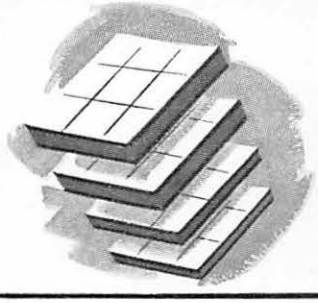

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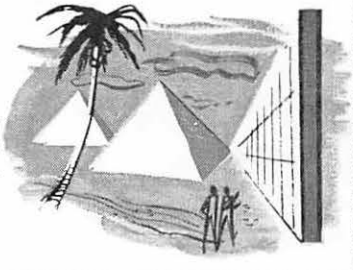

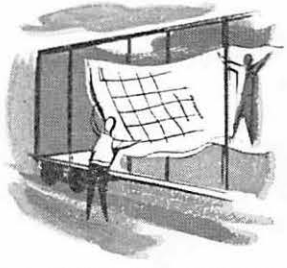

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AMERICAN HAIR & FELT COMPANY

Merchandise Mart • Chicago 54, Illinois

SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

Older freight locomotives replaced

The Chicago and North Western is continuing its power renewal program with 16 old F3 and F7 freight units being replaced by modern, versatile GP9 locomotives. This is another step in the North Western's continuing program of modernizing its motive power fleet.

More horsepower, lower operating costs, and increased flexibility—these are reasons why more and more railroads are turning in older freight power for GP9's.

Power renewal on the C & NW

with modern, versatile GP9's

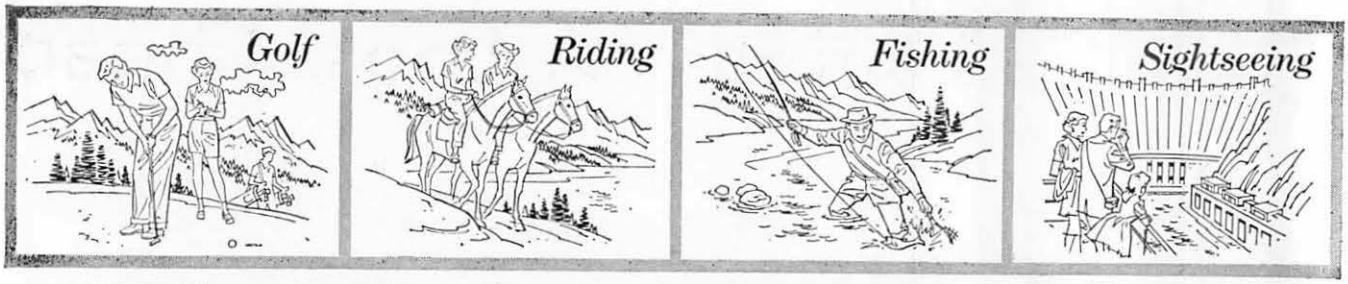
For details on how such a program can benefit your railroad, contact your Electro-Motive representative.

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

LA GRANGE, ILLINOIS • *HOME OF THE DIESEL LOCOMOTIVE*

In Canada: General Motors Diesel Limited, London, Ontario



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Name_____

Address_____

City_____ Zone____ State_____

Communications: A Look Ahead

► **The Story at a Glance: The role of the railroad communications department is rapidly expanding—and communications men are going to have to assume increasing responsibilities as active partners in railroad operations.**

That was the principal theme of last week's 35th annual meeting of the Communications Section, AAR, in Cincinnati, Ohio.

The meeting also heard a prediction that the next decade will see great strides in the use of direct long-distance telephone dialing, microwave, radio, television and automated data processing.

Communications facilities, Chairman H. W. Burwell of the Louisville & Nashville told the Communications Section's annual meeting, have become "more and more integrated in the operational and accounting activities until today they are a part of the data processing system, car accounting methods, hot box detection systems, car checking, yard surveillance, etc.

"It is necessary," he added, "for the chief communications officer to be ever alert to the new techniques and have a general knowledge of their application.

J. H. Wallis of the Baltimore & Ohio expanded on this theme, pointing out that the good communications superintendent must understand how communications fits into the overall picture of railroad operations. This means, said Mr. Wallis, that he will have to know the needs of other departments and how he can serve them.

Other points made by Mr. Wallis: Interruptions must be reduced to the point where service will have a reliability of 99% or better. With the advent of integrated data processing, transmission error and present transmission speeds can no longer be accepted. What seem to be rigid standards today will be weak tomorrow. High-speed, wide-band transmission facilities will be required. The necessity of having these facilities makes their cost academic.

What the Future Holds

J. L. Niesse of the New York Central predicted that the next 10 years will see greatly expanded use of microwave; complete radio coverage over an entire railroad; direct long-distance telephone dialing on a systemwide basis; increased use of television; and a "tremendous" increase in automation, particularly data processing. These strides, he said, will enable management to have a complete picture of operations at its fingertips within hours.

A. E. De Mattei of the Southern Pacific predicted that telephone and microwave links will provide complete data transmission, eliminating such intermediate steps as punched cards or punched tape. He said automatic freight car identification will feed computers directly, with access to the car information by direct telephone dialing. Telephone, microwave and VHF radio links will enable any one on the railroad to be reached at any time, he continued. He saw improved communications as a step toward greater centralization in railroad operations.

Communications Today

Some railroads are already well along into the communications of the future. Mr. De Mattei pointed out that the SP system now has direct long-distance telephone dialing from Portland, Ore., to East St. Louis, Ill., on the Cotton Belt (via Houston on the Texas & New Orleans). SP is working toward the elimination of the printing telegraph for message service. A centralized dictating service has been installed on the Portland division and an adjacent division. For message service, a station can dial a code on the telephone, dictate a message, and dial another code to hear it repeated to be sure it is correct. The service is to be installed over the entire SP system. SP is also working toward the eventual elimination of telephone in pole boxes along the right-of-way, and of the wire plant. VHF radio links would provide communications in place of the pole box phones on the message circuit.

Message Radio on the SP

In 1953, SP set up a radio telephone circuit (separate from the dispatcher facility) for emergency use in the storm-ridden Cascade Mountains. In effect, this radio repeater system is a flexible extension of the message circuit. SP not only accomplished its objective, but established a pattern for the need and use of such systems on a much larger scale.

Although originally intended for emergency communication, their use has now developed into daily routine operation. SP now finds that day-to-day use of the one-channel radio repeater system is rapidly approaching the overload point. It is far past that point even during minor emergencies.

In a paper presented at the Communications Section meeting, J. W. Brannin, SP electronics engineer, emphasized the importance of radio communications during normal or abnormal situations on the railroad. While it is difficult to place a dollar value on this radio facility, there is a great value in savings of time because it provides a telephone service for such a large number of people, even when they are moving about over the railroad.

Advantages of this radio telephone service are:

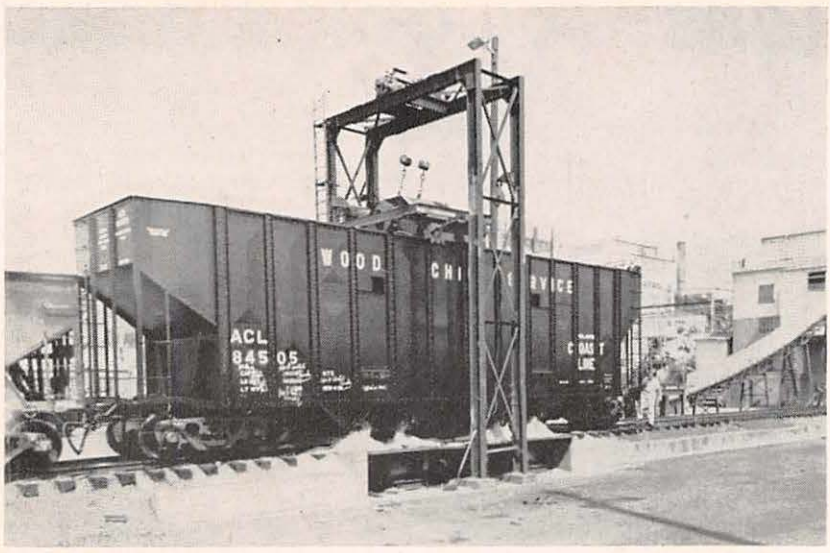
- No loss of time stopping at way stations or booths for setting up portable telephones to contact the terminal.
- Elimination of delay in reporting conditions and making requests for material, etc.
- Affords almost instantaneous changing of plans during all kinds of situations.

Technical and engineering aspects of communications were covered by reports of seven committees dealing with specifications and recommended practices in communications. The great degree of interest in direct long-distance dialing was evidenced by three technical papers on the subject. These papers illuminated the problems involved in providing this service and the recent advances in the field. Four other technical papers read at the meeting dealt with other engineering aspects of communications.

UP to Install Microwave

To meet the demand for additional communications circuits, the Union Pacific will soon begin installing microwave between Omaha, Neb., and Laramie, Wyo. This microwave link will consist of 48 channels. A number of these channels will be connected for short haul operation between Omaha, Grand Island and North Platte, Neb., Cheyenne and Laramie, Wyo. The microwave system will probably be expanded to at least 120 channels in service west from Omaha.

Direct distance telephone dialing for data processing, transceiver networks and a new IBM 705 computer are three "circuit-hungry" facilities of the UP. Their impact is such that existing wire line facilities have been inadequate. Therefore, microwave, with its large circuit capacity, will be installed on a system-wide basis.



ACL: In the Chips in a Big Way

Wood chip capacity of 28 to 30 units is provided by each of these special 70-ton hopper cars being assembled by Waycross, Ga., shop of the Atlantic Coast Line at a 40-per-month rate. One of first of 200 new cars is shown being unloaded at Charleston, S. C., paper mill. ACL claims they're the largest hoppers ever built for wood chip service. Cars have 5,400-cu-ft capacity, tower 15 ft 3 in. above rail.

Rate Refund Plan Under Fire

Western grain interests are presenting a united front in opposition to a railroad rate refund proposal. The consensus: the plan is incomplete, unworkable and very possibly illegal.

The carriers have advanced the refund plan as a means of meeting truck competition. The idea—that the carriers should attack the problem of recapturing grain traffic—was commended. But the method—refunds for shippers who route a set percentage of traffic via rail—was condemned almost unanimously (RA, Apr. 27, p. 59).

As the carriers had docketed the proposal, the shipper would pay the regular rate. But if, in a year's time, he would route a stipulated percentage of his total tonnage via rail, the carrier would make a "readjustment of charges" and the shipper would get a refund. Neither the tonnage percentage nor the amount of refund were listed in the proposal. The carriers hoped that a public hearing last week would turn up shipper aid in filling in the blanks. Instead, representatives of the grain and milling trades turned up with a host of objections to the proposal in general.

Indications are that western trunk line roads will meet in the near future to review shipper reaction and decide whether to go ahead with the refund plan, modify it or abandon it and try a different approach to the competitive situation.

Some 50 grain men pored over the proposal in two sessions in April and May. Their conclusion: "The suggested plan is unworkable and fails to meet the purpose of the rail carriers."

Alternatives were presented, on an individual basis. They included:

- Roll back present rates to a degree sufficient to regain the business.
- Readjust rates under WTL 21-4800 to apply to all grains.
- Meet truck competition when and where it's found, not on a uniform territorial basis.
- Formulate an agreed type of charge applicable at the time of shipment, if the railroads are determined to go ahead with some variation of a guarantee.

Burlington Raps ICC's Plan III Piggyback Ruling

The Burlington has filed a strong dissent to an ICC Division 2 order cancelling a proposed Plan III piggyback schedule. Specifically, the road is protesting Division conclusions that the charge would be unduly low and that the proposal would constitute a destructive competitive practice and threaten a just and reasonable rate structure (RA, March 16, p. 28).

The proposal involved: a new rail service at a charge of $220 per trailer, loaded or empty, per round-trip between Chicago and Minneapolis-St. Paul, applicable on a specified list of commodities.

Burlington views its Plan III piggyback case as a test of whether the railroads will be permitted to meet the challenge they're being urged to meet.

The original proposal received support from shippers, met opposition only from motor carrier freight bureaus. But Division 2 of the ICC ordered the schedule cancelled on a basis of findings that the rates would be unduly low and would constitute a destructive competitive practice.

Burlington has filed a petition for reconsideration and oral argument before the full Commission, or for a further hearing at which additional cost evidence may be submitted.

The road contends that the principle involved "goes to the very heart of the railroads' position in the changing transportation picture . . . The railroads are exhorted from all quarters, including this Commission, to be more aggressive and to adopt new methods and services to meet the challenge of changing conditions. But the report of Division 2 . . . raises doubt as to whether they will be permitted to meet this challenge."

Fair analysis of the evidence supporting the proposal, the road notes, "must lead to the conclusion that it will injure no one and will benefit many."

The railroad answers the contention that the proposal would constitute a threat to the general rate structure by saying that a calculation that the proposed charge would average out at 27.5 cents per 100 lb (for maximum loading in both directions) "is of no validity because, standing alone, it proves nothing." The 27.5-cent figure, Burlington notes, covers only ramp-to-ramp movement. The shipper bears all other expense. Moreover, when the weights of average loads and estimated terminal charges are taken into consideration, the charge fits into the range of existing commodity rates for a full transportation service.

The proposal, CB&Q declares, is no threat. "The true threat to the rate structure is private carriage, and this proposal is specifically designed to meet that threat."

Dividends Declared

ALBANY & VERMONT.—$1, paid May 15 to holders of record May 1.

CHICAGO, BURLINGTON & QUINCY.—$2, payable June 19 to holders of record June 3.

CHICAGO & EASTERN ILLINOIS.—Class A, resumed, $2, payable May 26 to holders of record May 18.

DAYTON & MICHIGAN.—8% preferred, $1, quarterly, payable July 7 to holders of record June 15.

ELMIRA & WILLIAMSPORT.—$1.62, semiannual, payable July 1 to holders of record June 20.

LAKE SUPERIOR & ISHPEMING.—40¢, quarterly, payable June 15 to holders of record June 1.

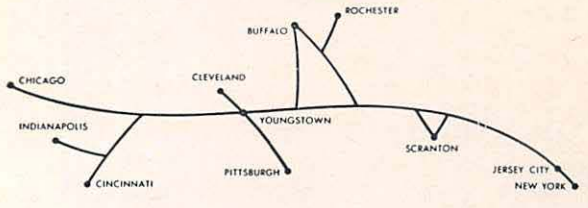
When it's a "special" shipment, Erie is ready to handle it!

Symbol of dependable **customer service**

ERIE

When you have a shipment that calls for special equipment, special handling or extra-high and wide clearances, that's a good time to call your local Erie traffic representative. An important part of Erie's **customer service** is working with customers to develop the equipment and techniques best suited to transporting their products. And Erie has long been famous as the "high-and-wide" route for outsize shipments.

Emphasis on **customer service** is Erie's way of running a railroad. It's a constant reminder to men in every department to be alert to opportunities to serve your shipping needs better. And whenever you route freight—"special" or not—to or from the Erie Area, a call to your nearest Erie man will put our brand of service to work for you!



Erie Railroad *Dependable Service for the Heart of Industrial America*

These 'Deficit-Cutters'

1

GETTING SCHOOL KIDS ON TRAINS

These days, the daily work order at Chicago Union Station, normally a one-page document, is running up to three pages. Reason: special cars and special trains of grade- and high-school students passing through in one of U. S. railroading's most active and revenue-producing enterprises.

Chicago is typical of many cities when the move is on, except that it serves not only as a transfer point but as a focal point for much of the tour traffic as well. Wherever they go, however, school kids in volume mean money for the railroads.

- Rock Island this year will get $100,000 in school-tour revenue.

2

PUTTING PEOPLE IN THE DINERS

To some travelers, dinner in the diner is the high spot of the trip. To others, going to the diner is a frightful experience—prices are high, the service is "too fancy," and there's the problem of tipping. To railroads generally, dining services are at best a bitter pill because of the costs, primarily labor.

Yet a growing list of railroads are swallowing the pill and seeking ways to sweeten the taste. In general, the methods fall into three categories:

- Budget-priced meals to tempt patronage in volume.
- Off-peak meal specials, to spread out the work load on the crew.
- Meals and fare more or less as a

3

CONSOLIDATING TRAIN SCHEDULES

It's a rare "name train" that has had no change in its consist. (Exception among all-first-class trains: PRR's Broadway, IC's Panama.) Even such notables as UP's City of Los Angeles, NYC's Century and Santa Fe's Super Chief have felt the touch of economy drives.

The reason is obvious. If, at little or no inconvenience to customers, a railroad can consolidate two trains behind one engine, savings in train-mile costs are worth achieving—and could help keep one of the trains running longer.

Most consolidations are arranged for reasons of operating economy. Some, on the other hand, constitute a relative-

Are Helping the Railroads

• Louisville & Nashville last year handled 185 tours and excursions totaling 25,000 persons. Revenue was more than $150,000. L&N, curtailing some passenger services, expects this phase of the business to increase in 1959.

• With Washington, D. C., as its prime point of interest, B&O expects to have carried close to 60,000 students on all-expense tours by the end of June.

The idea, with variations, is used by some roads at Christmas season. Great Northern, for instance, last year operated five "Santa Claus Specials" of 1,000 passengers each on hour-long rides at a fare of a quarter. Promoted in conjunction with a St. Paul department store, the trips brought GN much favorable comment—and made money as well.

Erie, something of a late starter in tour promotion, now pushes it with vigor. Sales are centered on tours to New York, a town with sales appeal to groups of most types. Individual "package" tours are sold, and if volume warrants Erie will run a special.

The Lackawanna, reversing the Erie idea, operates tours *away* from New York. A half dozen weekend specials to Niagara Falls, at $15 a head, will run this year.

Erie sees three requirements for successful operation of tours:

• The rate must be low (Erie charges 65% of the round-trip coach fare for school parties of 15 or more);

• The tour must be well-planned (Erie offers sightseeing trips as well as special trains to New York events);

• The tour must be accompanied (Erie tries to interest prominent public figures, civic leaders, clergymen, etc., in its tours).

How has this paid off? For Erie, fine. The road, finding its main-line passenger trains in serious trouble, was studying whether they should be discontinued. The passenger department went after the tour business, brought in sufficient revenue to forestall the action.

package, both as a sales gimmick and as a way to help the railroad plan closer the amount of food service it'll be called upon to perform.

Success of the idea, to date, can be regarded as limited. Even where more people are going to the diner, the revenue hasn't cut significantly into dining deficits. But as sales tools, most such plans are showing they have merit.

Santa Fe's "El Capitan Dining Club" is the newest of the plans involving meal tickets. It was started February 16. By the end of March, 377 books had been sold covering some 1,800 meals. The road sees this summer's travel season as a good testing ground for the idea. If it goes over, extension to all Santa Fe transcontinentals could follow.

Chesapeake & Ohio has a similar plan covering all trains except the ones between Chicago and Michigan points. On these, "American Plan" fare-plus-meal arrangements are for sale.

These "Chessie Discount Meals" account for 7% of all meals sold. Revenue since the beginning of the experiment in November 1958 has been $7,100, with no adverse effect on overall per-meal revenue. Still, in the same period, total diner revenue has increased.

Last February, Atlantic Coast Line started offering three meals for $5, under much the same plan. It's brought some increase in patronage.

Burlington's approach is somewhat different. With snack cars on principal trains, the "Q" has not felt it necessary to offer meal coupons. But it has had good results with its "Chef's Early Dinner" which spreads the meal period out both at noon and at night.

Champion of the budget-priced diner meal probably is Wabash with its "Silver Dollar Dinner." And another St. Louis-based road, Missouri Pacific, is equally happy over its "Eagle Travel Tray" meals for coach passengers at their seats. In the first three 1958 months it served 6,188. This year: 19,627.

ly painless way of dispensing with a train when patronage has slipped.

B&O's Capitol-Columbian combination is a good example of the former type. When traffic levels permit, the road puts the Columbian's coaches and diner ahead of the Capitol's sleepers and diner from Chicago to Willard, Ohio. There they are shifted to the Ambassador, and the Capitol goes on alone.

Summer and holiday travel of course preclude use of the plan. In any event the passenger need care little about the operating details.

Out west, most big-name consolidations are coming apart for the summer season. UP's Challenger and City of Los Angeles operate jointly most of the year. June 1 they separate and the City becomes an all-Pullman train until September 15.

Santa Fe, likewise, separates in summer what amounts to the most improbable-looking combination: standard-level Super Chief and Hi-Level El Capitan.

This combination, incidentally, shows how little the traveler actually loses in most such mergers. A combined Super-El Capitan contains all the feature cars which would be operated if the trains ran separately—the Super's diner and Pleasure Dome lounge car, El Cap's high-capacity (80-seat) Hi-Level diner and full length lounge car.

Rock Island on April 26 combined its Twin Cities - Dallas - Kansas City Rocket and its transcontinental Nos. 39 and 40 for 243 miles across Missouri and Kansas. Although headed to different destinations, the trains afforded good consolidation possibilities between Trenton, Mo., and Herington, Kan.

GM&O last year consolidated its Ann Rutledge and Alton Limited, saving 20% in train-miles between Chicago and St. Louis. How did this affect traffic? The road reports a decrease in revenues for the first two months of 1959 of only 1.5%.

Report of the Board of Directors

New York, N. Y., April 30, 1959.

To Stockholders of Union Pacific Railroad Company:

The Board of Directors submits the following report for the Union Pacific Railroad Company, including its Leased Lines.* for the year ended December 31, 1958.

Condensed Statement of Income

	1958	1957	Increase (+) Decrease (−)
Operating revenues	$505,215,191	$517,060,102	—$11,844,911
Operating expenses	$371,257,945	$382,354,717	—$11,096,772
Taxes (including taxes on income from oil and gas operations)	69,803,903	73,689,677	— 3,885,774
Equipment and joint facility rents—net charge	20,692,259	22,197,684	— 1,505,425
Net income from transportation operations	$ 43,461,084	$ 38,818,024	+$ 4,643,060
Net income from oil and gas operations (excluding income taxes)	24,566,034	29,097,113	— 4,531,079
All other income	14,765,358	15,383,756	— 618,398
Total income	$ 82,792,476	$ 83,298,893	—$ 506,417
Interest on funded debt	$ 4,470,345	$ 4,520,711	—$ 50,366
Miscellaneous rents and charges	539,687	530,406	+ 9,281
Total fixed and other charges	$ 5,010,032	$ 5,051,117	—$ 41,085
Net income from all sources	$ 77,782,444	$ 78,247,776	—$ 465,332

Net income, after dividends on preferred stock, amounted to $3.29 per share of common stock outstanding December 31, 1958, compared with $3.34 per share outstanding at the close of 1957. The decrease of five cents per share, or 1.5 per cent, represents the combined effect of a decrease of six-tenths of one per cent in income after preferred dividends and an increase of nine-tenths of one per cent in number of outstanding common shares.

The annual rate of dividends declared on common stock was $1.60 per share, or the same as in 1957, but the amount of such dividends (48.4 per cent of net income after preferred dividends) was somewhat greater than in 1957, because of the additional shares issued on October 6, 1958.

Attention is directed to the fact that the Company's net income benefited, as it has for a number of years, from the deferment of Federal income taxes through allowances for amortization deductions in excess of depreciation on certain property. The resulting benefit per share of common stock in 1958 was 43 cents or 13 per cent of net income (after preferred dividends) per share. Such annual benefits are declining, and Federal income taxes accruing after 1960 will tend to be greater than if the amortization allowances had not been taken.

OPERATING REVENUES

The decrease in **Freight revenue** was the result of a 6.6 per cent decrease in ton-miles carried, offset in part by an increase of 4.2 per cent in average revenue per ton-mile. The low point of the economic recession was apparently reached in April, 1958, but the recovery was somewhat spotty and gathered momentum at a slower rate than had been hoped for. It was not until September that the volume of Union Pacific freight traffic began to show an increase over 1957. Ton-miles of revenue freight carried in the first eight months were 11.5 per cent less than in the same period of 1957, but in the last four months the volume of traffic exceeded that for the same period of 1957 by 3.3 per cent. The increase in average revenue per ton-mile resulted principally from the general freight rate increase effective August 26, 1957, and the selective rate increases effective February 15, 1958, both mentioned in last year's report.

The commodities with the largest *decreases* in revenue were *bituminous coal, iron and steel products, iron ore,* and *other ores and concentrates.* Reduced movement of those commodities resulted chiefly from the general decline in industrial activity, with curtailed operations of

* Leased Lines are: Oregon Short Line Railroad Company, Oregon-Washington Railroad & Navigation Company, Los Angeles & Salt Lake Railroad Company, and The St. Joseph and Grand Island Railway Company. Figures in the Income Account and other tables are stated on a consolidated basis, excluding offsetting accounts between companies.

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steel plants, but there were also less shipments of coal and iron ore for export, and coal production was further reduced by increased use of natural gas for fuel. Other commodities showing the largest decreases were *automobiles and parts* and *machinery and parts*, reflecting sharp reductions in consumer demand and curtailment of automobile production due to labor difficulties.

The most substantial revenue *increases* were in *sorghum grains*, because of greater production of milo maize than the large crop in 1957; *potatoes*, reflecting increased shipments from Idaho because of reduced supplies available in other producing States; *plywood*, as a result of its increased use for sheathing by the building trades; *canned and packaged food products*, due chiefly to increased shipments from the Pacific Coast to Eastern States, stimulated by lighter production of Florida fresh fruits and vegetables; *corn*, because of heavier movement from Government storage to Missouri River terminals and to Gulf ports for export; *barley and rye*, due to better crops; and *less than carload freight*, largely as the result of a strike by Western truck drivers with consequent diversion of a substantial volume of business from the highways to rail carriers.

The decrease in **Passenger revenue** resulted from fewer passengers carried and a slight decrease in average revenue per passenger mile, partly counterbalanced by an increase in average length of journey. Although there was a decline in number of passengers carried for the full year, in every one of the last seven months we carried more passengers than in the same month of 1957. This encouraging development may be ascribed partly to improvement in economic conditions generally, and partly to growing appreciation of innovations in our passenger services, and to effective advertising. The decrease of 4/10 of 1 per cent in passenger revenue contrasts with an aggregate decline of about 6 per cent for all other Class I Western railroads.

The increase in **Mail revenue** was the result of a 7½ per cent increase in rate of pay for transporting mail (mentioned in last year's report) effective July 1, 1957, and some increase in volume of mail handled.

The decrease in **Other revenue** was principally in receipts from boarding outfits for maintenance employes, because of a smaller number of outfits operated.

OPERATING EXPENSES

The principal reason for the decrease in **Operating expenses** was the decline in volume of freight traffic handled. A decrease of 5.8 per cent in freight gross ton-miles tended not only to lower transportation expenses, but to reduce maintenance expenditures as well, because of the more limited use of rolling stock and road property. There were also reductions in prices of fuel used in diesel and gas-turbine locomotives. However, higher wage and salary rates raised operating expenses by $14.8 million, and in addition there were increases in expenses caused by greater charges for depreciation and retirements of transportation property and smaller receipts from sales of scrap material credited to expenses. To compensate for these factors and achieve the over-all decrease of $11 million in operating expenses, with a slightly lower operating ratio than in 1957, substantial economies were effected through intensive planning and adoption of new operating methods. The principal increases in wage rates reflected in 1958 expenses are tabulated below:

	Per hour	
	1957	1958
Basic increases, effective November 1st	7¢	7¢
Cost-of-living increases, effective:		
May 1st	3¢	4¢
November 1st	5¢	1¢

Taking into consideration the number of months that each of these increases was effective in 1958 and not effective in corresponding months of 1957, the weighted average increase over 1957 was 15¢ per hour.

Way and structures were well maintained. Quantities of rails, ties, and ballast used in main track renewals were as follows:

	1958	Decrease vs. 1957
New rails (track miles)	105.87	18.06
Second-hand rails (track miles) ..	41.66	28.14
Total rails (track miles) ..	147.53	46.20
Ties (number)	639,383	72,373
Ballast (cubic yards)	190,911	238,876

Notwithstanding increased wage rates, total equipment maintenance expenses were substantially less than in 1957. However, the percentage of unserviceable freight cars on the Company's lines at the close of the year was lower than at the close of 1957, and the Union Pacific showing in this respect was among the best for all Class I railroads in 1958.

TAXES

The decrease in **Federal income taxes** was due to less taxable income than in 1957, notwithstanding diminished deductions from taxable income for amortization allowances on "emergency facilities" (as so certified by the Office of Defense Mobilization) in excess of depreciation at rates authorized by the Interstate Commerce Commission. The approximate amount of such deductions in 1958 compared with 1957 is shown in the tabulation below:

	1958	Decrease vs. 1957
Amortization deductions	$26,013,369	$2,339,156
Excess of amortization over depreciation	18,474,601	2,728,154
Reduction in income taxes	9,606,793	1,418,640
Betterment in net income per share of common stock outstanding December 31st	$.43	$.07

Beginning in 1961, income taxes will tend to be greater than they would have been if the amortization deductions had not been taken.

Taxable income in 1958 was also reduced by an estimated amount of $4,575,000 (compared with about $3,142,000 in 1957) through the use of accelerated depreciation methods allowed for tax purposes on property acquired after 1953. Under these methods, the depreciation allowable is much greater in the early years of the use of property (and correspondingly less in later years) than under rates authorized by the Interstate Commerce Commission.

The decrease in **Federal retirement taxes** resulted chiefly from reduced payrolls because of the lesser volume of traffic handled.

Federal unemployment insurance taxes rose because of a further increase of 25 per cent in the tax rate.

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As the result of successive increases in the last three years, the tax rate for 1958 of 2½ per cent on the first $350 of each employe's monthly wages was *five times the rate of ½ per cent applicable in 1955*. Employes pay no part of this tax.

The increase in **State and county taxes** was due principally to higher rates for ad valorem and other property taxes (partially offset by a slight decrease in average assessed valuation) and to increased rates and changed taxation formulas for certain State income and franchise taxes.

Total taxes for 1958 were equivalent to 13.8 per cent of total operating revenues and $1,670.75 per employe. They were also equivalent to $3.11 per share of common stock outstanding at the close of the year, as shown in the five-year tabulation below, which compares total taxes per share with Common Stockholders' equity per share in net earnings.

	PER SHARE OF COMMON STOCK		
Year	Total taxes	Equity in net earnings	Percentage ratio of taxes to equity in net earnings
1958*	$3.11	$3.29	94.5
1957	3.32	3.34	99.4
1956	3.31	3.36	98.5
1955†	3.26	3.39	96.2
1954†	2.87	2.95	97.3

* Based on 22,429,235 shares, including 200,135 shares issued October 6, 1958.
† Based on number of shares outstanding after stock split effective July 2, 1956.

OIL AND GAS OPERATIONS

	1958	1957	Decrease	Per Cent
Receipts from sale of oil, gas, and other products	$35,841,242	$42,274,553	$6,433,311	15.2
Production expenses (including depreciation)	$6,750,701	$6,915,134	$164,433	2.4
Taxes (other than income taxes)*	2,920,612	3,481,925	561,313	16.1
Intangible drilling and development costs†	1,603,895	2,780,381	1,176,486	42.3
Total charges against receipts	$11,275,208	$13,177,440	$1,902,232	14.4
Net income from oil and gas operations	$24,566,034	$29,097,113	$4,531,079	15.6
Drilling and development costs not charged against receipts	$356,724	$1,120,390	$763,666	68.2

* Federal taxes on income from oil and gas operations, of approximately $7,327,100 in 1958 and $8,993,000 in 1957, are included in "Taxes" under "Transportation Operations".
† Represents costs such as labor, fuel, repairs and hauling in connection with drilling, geological work, clearing ground, building roads, and certain materials with no salvage value.

The decrease in *receipts* reflects both an over-all decline in production and lower prices received for oil sold. Production decreased in Wilmington and Rangely fields, offset in part by relatively small increases in other fields. Reductions in oil prices applied particularly to Wilmington field. The small net decrease in *production expenses* is attributable mainly to reductions in such expenses in Rangely and East Los Angeles fields. The principal decreases in *taxes* were in Wilmington, Rangely, and East Los Angeles fields. The sharp decline in *intangible expenditures* resulted chiefly from reduced drilling activity in Pierce, Wilmington, Table Rock, and East Los Angeles fields.

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Letters from Readers

Station Dualization

St. Louis, Mo.

To the Editor:

On page 7 of your May 4 issue I find the following:

"Deadlock over station dualization has led to a Rock Island request for authority to close 26 small-town stations in Kansas. The move would cut operating costs by about $1,000,000 annually. Rock Island said it acted to close the depots after the Telegraphers refused to accept proposals for dualization of agency service."

First, the statement made that closing 26 small-town stations in Kansas would save operating costs of approximately $1,000,000 annually. The total cost of operating these stations averages less than $6,000 annually. For the 26 stations the amount would be approximately $150,000. I would appreciate knowing how the figure of $1,000,000 is arrived at.

The article also says that the "Telegraphers refused to accept proposals for dualization of agency service." I would appreciate knowing the source of that information. Our Committee on the Rock Island property informed me that they have not received any proposal from the management with respect to dualizing agency stations in Kansas.

The Telegraphers' Organization has more than 100 agreements in effect on various railroads in the United States which provide for the dualization of agency stations at small towns, some of which were made more than 10 years ago. Where we felt dualization was warranted we have agreed to it but on an individual station basis so that all pertinent factors could be properly considered. We have not and do not intend to agree to any blanket dualization programs because such programs are not to the benefit of [anyone].

We object to wholesale programs because the needs of the public at individual stations do not receive any consideration and results in greater losses of revenue to the carrier than the saving which they believe they can make. Business is the life blood of the railroads and we want to assist them in securing and retaining such business. I suppose that if the railroads desire to dry up their resources of business it is their right to attempt to do so. However, we do not intend to assist them in committing suicide in that manner.

G. E. Leighty, President
Order of Railroad Telegraphers

(Railway Age should have reported that the closing of 26 Rock Island stations in Kansas would save $100,000 a year—not $1,000,000. As for the source of the statement that "Telegraphers refused to accept proposals for dualization of agency service," Railway Age was paraphrasing a Rock Island news release, dated April 27, which stated, in part: "Rock Island has repeatedly tried to secure relaxation of the contract provisions so that one man could perform duties at two stations; but the union refused to permit dualiaztion of agency service."—Ed.)

'Away from Home' Pay?

Hinsdale, Ill.

To the Editor:

In their remarks concerning "featherbedding," the unions have raised one point, and one only so far as I know, that seems to contain an element of justification: It is said that when train crews must remain away from home for extended periods as a condition of their work, they are entitled to extra compensation for this inconvenience even though they are not operating a train all of the time while away.

Hugh G. Dugan

(If memory serves, "away from home" inconvenience and expense have, more than once, served as a reason for wage increases.—Ed.)

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What's Ahead for Pullman?

Some people think the shift away from first-class rail travel may mean the end of the company. It won't happen, though, if Pullman officers and a good number of proprietary lines have anything to say about it. Here's what lies behind the differing viewpoints.

Not too long ago, Pullman Company seemed to be on the edge, according to some observers.

New York Central took over the operation of most NYC sleeping-car lines last July 1. Every road party to the Pullman contract probably took a hard look at its sleeping-car operations to decide whether it should follow suit. With the exception of Rock Island, no one took action. No one, that is, except Pullman.

Actually, Pullman's complex and inherently expensive duties for passenger-carrying railroads have been under close scrutiny for some time. And recently, President George W. Bohannon reviewed some of the results.

The first year of Mr. Bohannon's presidency has been one of heavy slashing at expenses, of seeking adequate revenues, and of doing a constant juggling act with manpower and equipment to provide the kind of service Pullman is known for. Here's what his review found:

- Pullman's labor cost, its big item, has been controlled to the extent that 1958 payroll and fringe benefits were less, per car-day, than they were in 1957. This was accomplished in the face of the continued slippage of car lines operated. Moreover, Mr. Bohannon thinks 1959's labor costs will be even lower.
- Pullman's fleet of cars is now on the verge of being all-lightweight. As of late last month, only 89 heavyweight cars were in regular line assignments. But declining patronage is giving the company a new problem. It's used to a heavy surplus of heavyweight cars (1,737 of which soon will be in government storage), but lately Pullman has run up against a surplus of lightweight sleepers.

Where did Pullman cut? "Everywhere we could," Mr. Bohannon declares. Specifically on one point: "The reduction in unit labor costs in 1958 has come about through a most intensive drive to increase the efficiency of our maintenance and cleaning labor, of our supervision, of our service departments, and by interrupting our shopping program."

Except for vital work such as truck overhaul, Pullman closed its shops early in 1958. Enough good-condition lightweight cars were on hand to provide replacements if regularly assigned cars went bad. Early this year the shopping program was resumed, but only in proportion to the need. The Calumet (Chicago) and St. Louis shops are open. The Richmond (Calif.) shop is working part time. The Atlanta shop has been sold, and the Buffalo shop is being sold. The Wilmington (Del.) shop is on the market.

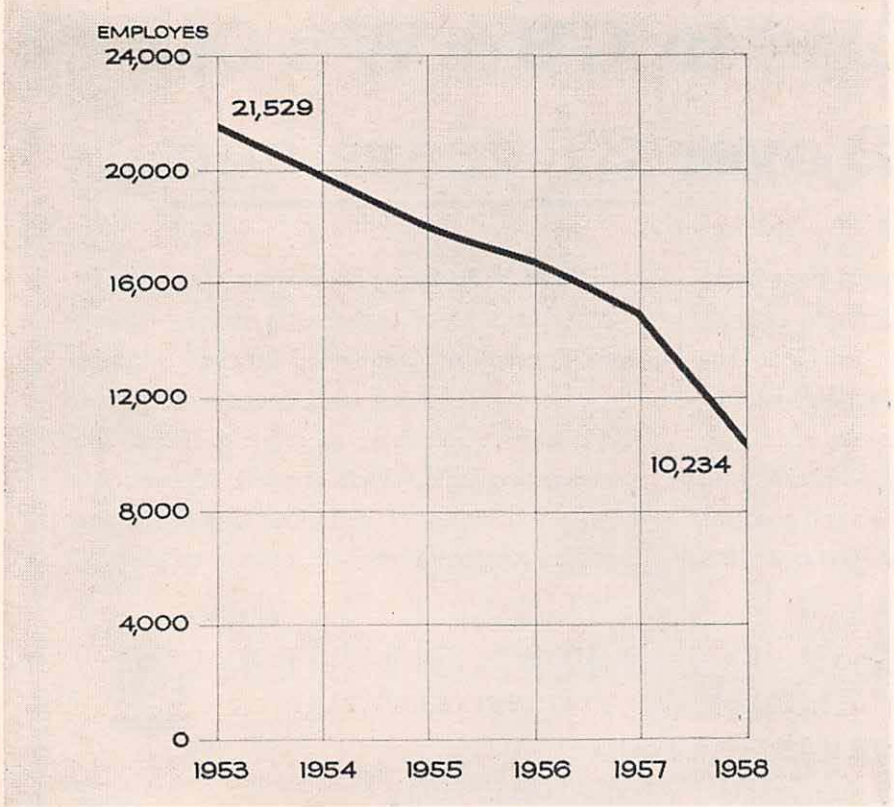
Car-day revenues have been on the uptrend, primarily because of rate increases. Pullman got a 7% rate increase in January 1957, and 7½% in May 1956. Certain railroads have increased Pullman charges in other than these uniform cases. As a result, car-day revenues have been headed upward since 1956. Pullman cautions, however, that the abrupt increase in car-day revenues for the first two months of 1959 is largely seasonal. The figures for 1959 will flatten out the graph.

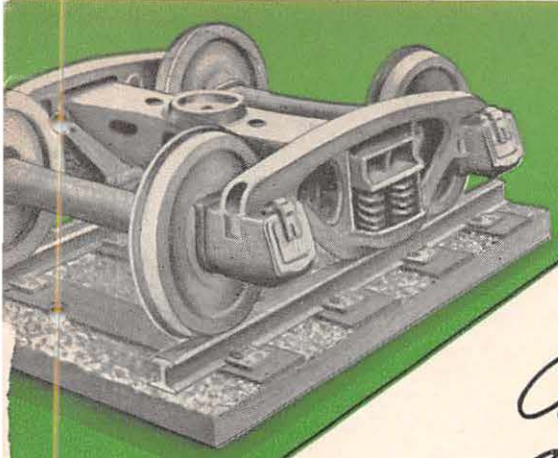
Pullman's picture, despite these advances, hasn't been all rosy. Labor costs continue to skyrocket. Once in a while a railroad is heard to say that it thinks it can operate its sleepers less expensively than Pullman can. And as its car fleet swings more to lightweights with their heavier investment value, and considering the less-than-optimum utilization of many lightweight cars, Pullman's car rental expenses mount. In 1953, car rental per car-day cost Pullman $11.72. In 1958 the figure was $21.79.

Pullman's fleet consists now of 1,710 lightweight and 11 Touralux sleepers (leased from railroads). There are also

(*Continued on page 52*)

PULLMAN'S LABOR FORCE—1953-1958





MEMO FROM THE GENERAL OFFICE

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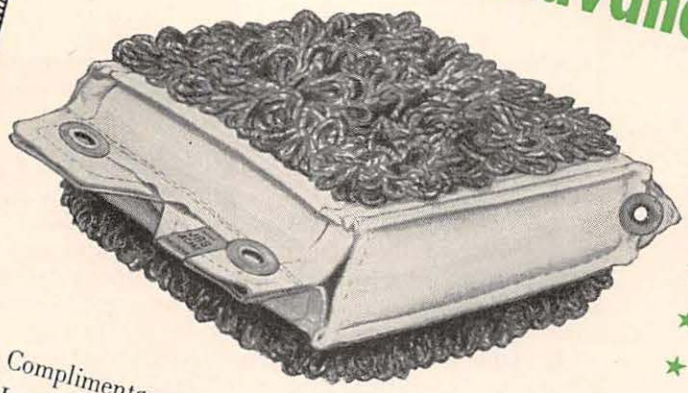

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WHAT'S AHEAD FOR PULLMAN? (*Continued from page 50*)

938 Pullman-owned heavyweight cars, 585 of which are available for general service. The other 353 are stored temporarily and will be available this summer if needed.

Lightweight all-section and all-roomette cars, and sleepers containing lounge space, are not being used to capacity. Pullman has them in surplus. It is urging railroads to accept lightweight cars to replace those last 89 heavyweights whenever possible. And it's cautioning that a continuation of the surplus might force it to step up its program of returning to railroads lightweight cars it has leased from them. Or, it contemplates the necessity of storing the cars with a suspension of ownership costs.

Rock Island continues to chip away at its Pullman operations. The road feels that self-operation gives it a better chance to pinpoint costs. It figures that its sleeping-car deficit, based on revenue from the sale of space now, is about 3.4 cents per car mile—a figure which is easily covered by two passengers in the car. The revenue from more than two passengers, Rock Island holds, is gravy—except for laundry costs.

Pullman currently is operating for Rock Island largely those car lines which involve other railroads. (This is true, by the way, of New York Central as well.) July 16, Rock Island intends to assume the operation of the sleepers on its Minneapolis-to-Houston Twin Star Rocket.

There's serious doubt in Pullman's mind that railroad-operated sleeping cars are as economical as they might appear. Pullman officers showed railroad officers many places, during the course of individual-line studies, where the expense situation favors Pullman. Example: Pullman shop employees can perform several classes of work. Railroads would have to use as many men as there were classes of work to do. Moreover, there is the question of who can better operate a sleeping-car pool, which is still a necessity, better than Pullman.

Pullman's argument has convinced enough roads that the future of the organization seems assured, at least, for a while. The Pennsylvania's experience is significant: Pullman's cost-cutting drive reduced in 1958 by 25% what the Pennsy paid on contract settlement. The reduction was enough to put Pennsy in the black, so far as Pullman-contract costs were concerned.

Railroading After Hours with Jim Lyne

RAILROAD SHOW WINDOW—I was sitting next to a v-p of a big oil company at an affair the other night and he gave me an earful on the railroads' shortcomings, mostly in the field of passenger service (including commutation). I asked him, if his own business were not prospering, whether he would be devoting most of his time and attention to incidental by-products or to the part of the business that had a profit in it. His answer was: "I would be devoting my attention to the by-products, if it were our by-products which determined the public's opinion of our company. It's the kind of passenger service a railroad provides which, pretty much, makes or loses friends for it."

I changed the subject—partly because I thought the guy was at least half right; and partly because it's a mighty uphill job to induce a fellow in a nice lucrative business like petroleum to imagine just what course he might have to follow if, for a change, he had to count his pennies.

EDUCATION OF MANAGERS—John Tilford, Jr.—who is in charge of the L&N's educational program—has an article in the March issue of the Emory University Quarterly, entitled "Poetry and the Organization Man." In it he reviews the growth of educational programs for managers (actual and potential) of large industries—including the fact that the subjects studied in these programs are no longer merely the directly "practical," but include so-called "cultural" pursuits as well.

I've been an observer, on the outskirts, of this management development schooling for a long time—and most of what I've seen has been impressive. These programs, as I've seen them, are profitable to the extent that they give the aspirant useful knowledge or insights, lacking in his previous education and experience.

The "practical," I suspect, should come first though. Supplementary knowledge is invaluable, but no amount of cultural breadth will cover up a fellow's lack of mastery of the immediate techniques used in his daily work.

DON'T GIVE UP TOO SOON—My colleague, Bob Lewis (our publisher), is a confirmed optimist about railroad passenger business—for reasons derived from his own family experience. His father used to work for the Columbia Graphophone Company way back when. The business was a good one, but when radio got to going, around the mid-twenties, the phonograph took it on the chin. Record sales were $59 million in 1925 and less than $9 million in 1935. It looked as though TV would spell the end of the spinning platters.

No such thing happened. In spite of radio, in spite of TV—sales of phonograph discs in 1957 mounted to $378 million, more than 6 times those of booming 1925. Bob believes the same kind of thing could happen to railroad passenger business. Just keep on using imagination to improve the product and studying the market; and, one day, it could hit the jack pot.

WRONG IMPRESSIONS—There are bad areas in the passenger business and the quicker the railroads get out of them the better—but there are also some potential growth areas. Is there any good reason why the necessary retreat in the former case should make railroad people gloomy about the latter? The sad fact is that it often seems to do so. The result is that a big part of the public has concluded that "the railroads" want out of the passenger business entirely. A few of them *should* want out entirely; and all of them should want out of some of it; but some of them can and intend to make a go of some of it. A few of these railroads are acting that way and telling the public so. There aren't yet enough of them, though, to change the general impression.

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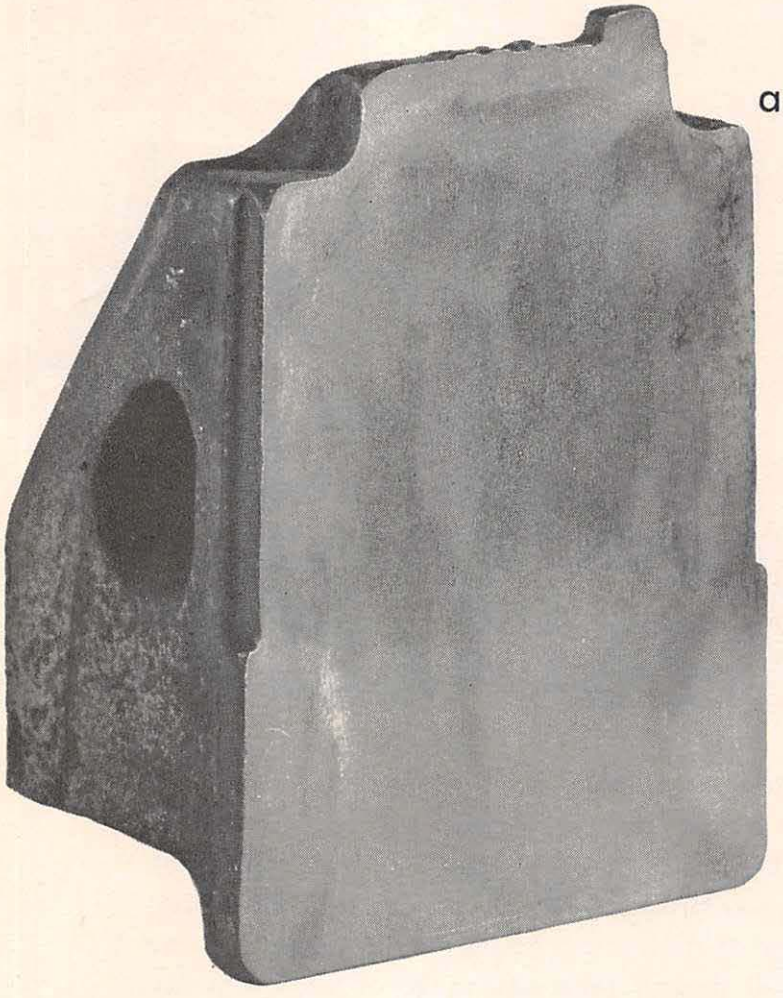

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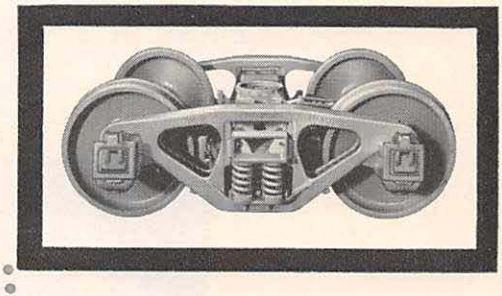

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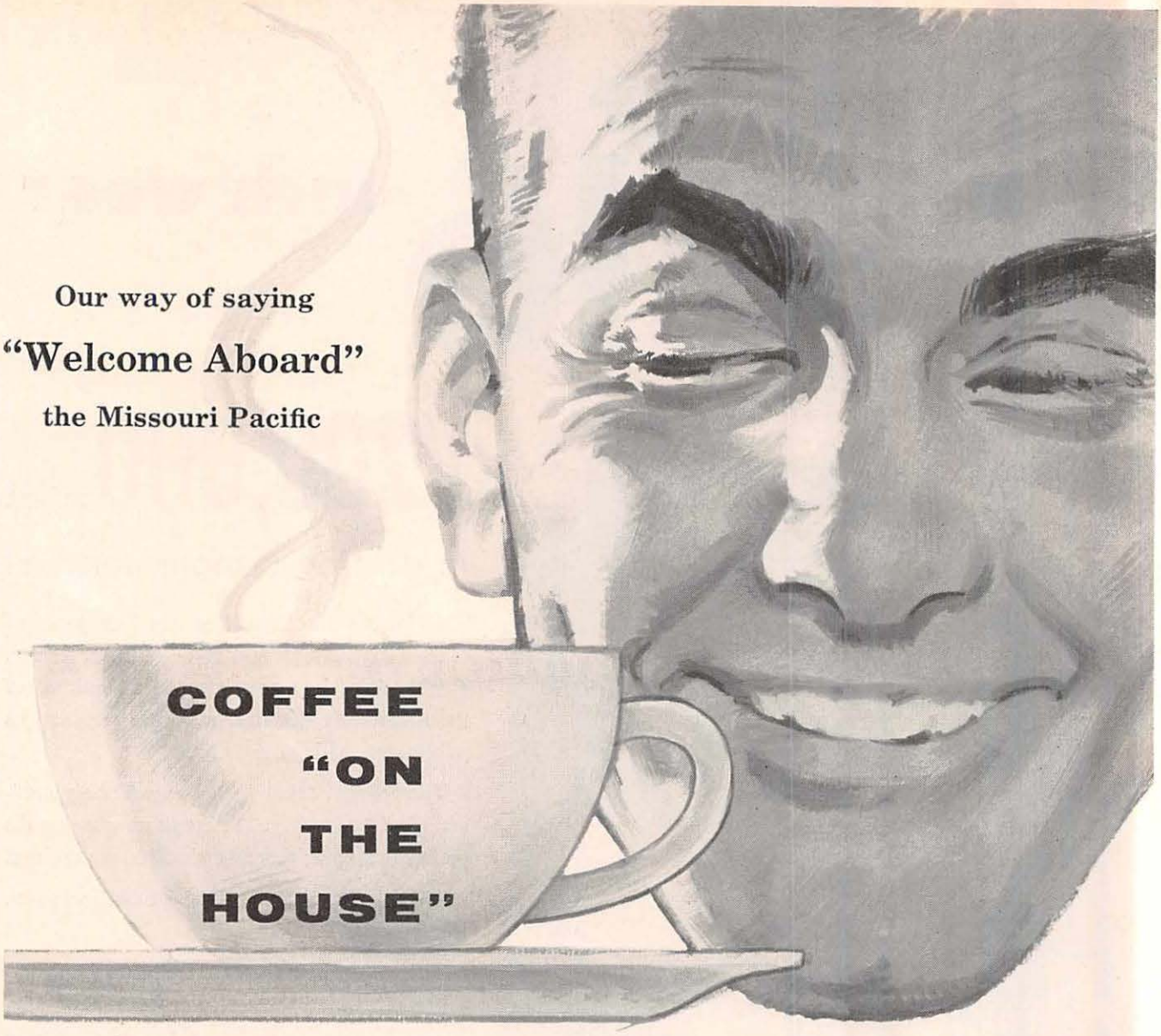
"Welcome Aboard"

the Missouri Pacific



We like to pamper our passengers! That's why—from the moment you step aboard a Missouri Pacific streamliner you'll enjoy such travel innovations as COMPLIMENTARY COFFEE, served at 10 AM and 3 PM . . . piping-hot TRAVEL TRAY Meals at your seat. Breakfast 75¢, Luncheon or Dinner only $1.00. If you prefer the luxury of dining car meals, you'll enjoy them at new reduced prices. And by all means, take advantage of our *every day* FAMILY FARE PLAN when you can. It's cheaper by far than driving your car!

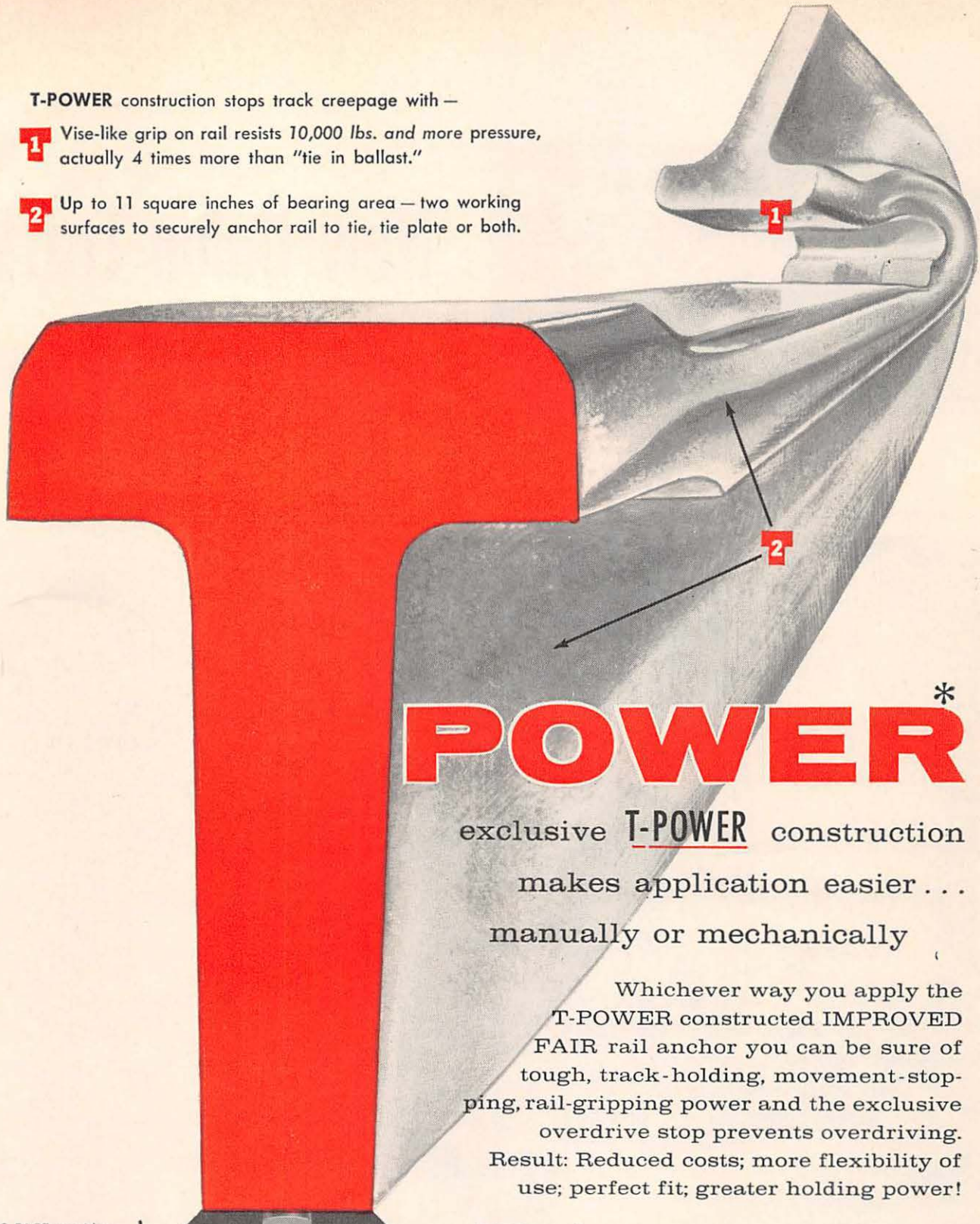
MISSOURI PACIFIC LINES

R. J. McDERMOTT
General Passenger Traffic Mgr.
1601 Missouri Pacific Bldg.
St. Louis 3, Mo.

T-POWER construction stops track creepage with —

1. Vise-like grip on rail resists *10,000 lbs. and more* pressure, actually 4 times more than "tie in ballast."

2. Up to 11 square inches of bearing area — two working surfaces to securely anchor rail to tie, tie plate or both.



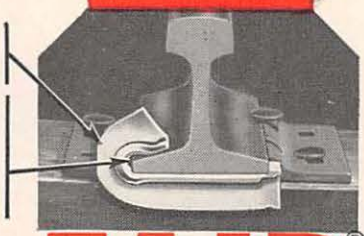
T-POWER*

exclusive T-POWER construction makes application easier . . . manually or mechanically

Whichever way you apply the T-POWER constructed IMPROVED FAIR rail anchor you can be sure of tough, track-holding, movement-stopping, rail-gripping power and the exclusive overdrive stop prevents overdriving. Result: Reduced costs; more flexibility of use; perfect fit; greater holding power!

FAIR rail anchors can be reapplied many times without loss of holding power... Get the complete T-POWER story – write for descriptive literature.

T-POWER means MORE HOLDING POWER

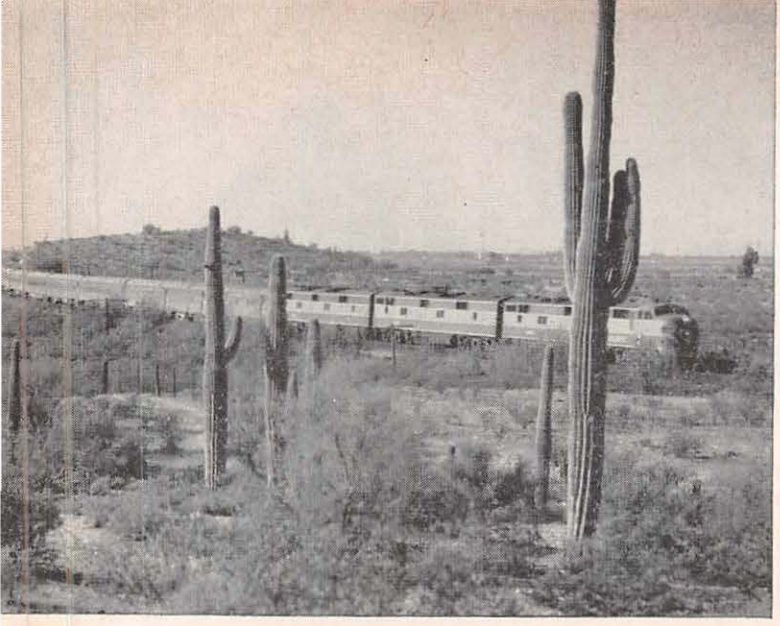


STRIKING FACE provides a perfect target for fast, accurate application by men or machines. **OVERDRIVE STOP** assures proper application — everytime . . . Custom manufactured to fit all types of rail regardless of condition.

* Trademark

IMPROVED FAIR® RAIL ANCHOR

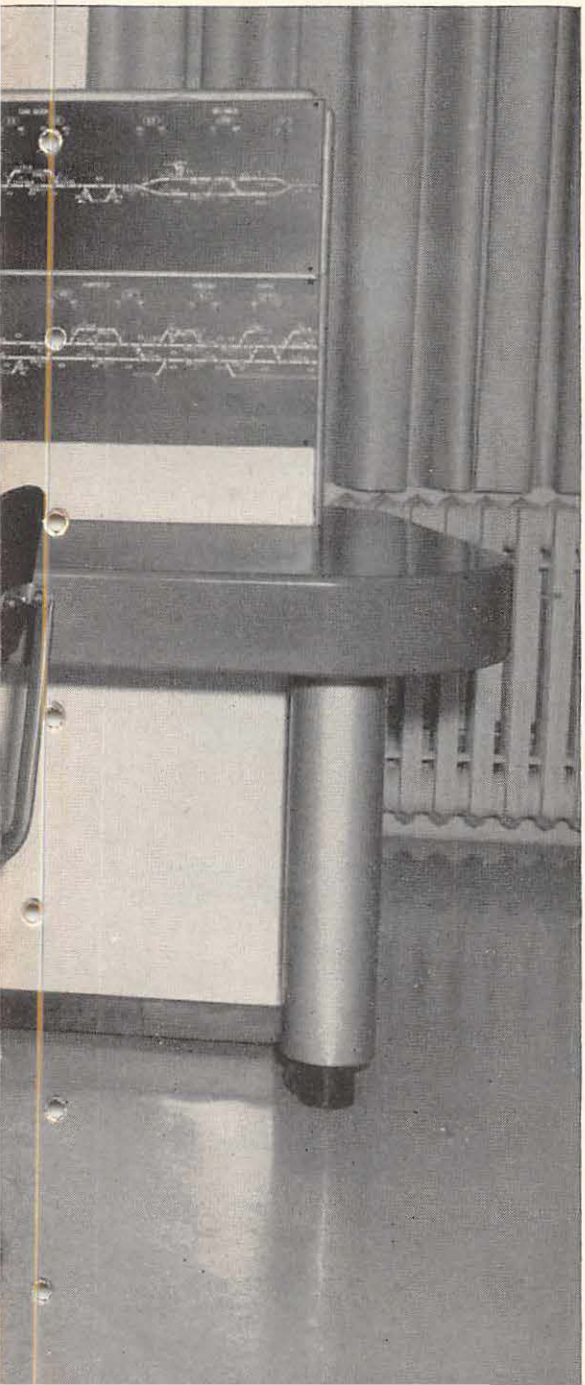
THE P. & M. CO.
Division of Poor and Company
CHICAGO • NEW YORK • DENVER • ST. LOUIS • BOSTON
ST. PAUL • WASHINGTON • SAN FRANCISCO • MEXICO CITY



New Union Traffic finger-tip control

Signal Engineer H. B. Garrett of the Southern Pacific Company at the controls of a model of the new Union Traffic Control Center.

Control Center gives Southern Pacific of 125 miles of single track



THE SOUTHERN PACIFIC COMPANY has long been a user of CTC. In 1929, this progressive railroad first installed CTC on the Stockton to Brighton, California, service. And the first installation of coded carrier control for CTC was made by it in 1942.

Southern Pacific has installed a new traffic control center in the Tucson dispatcher's office. Traffic flow along 125 miles of single track between Mescal, Arizona, and Lordsburg, New Mexico, is controlled by finger tip!

This control center furnished by Union Switch & Signal now makes another major contribution to better traffic-handling efficiency.

LESS THAN HALF THE SIZE of conventional panels, the new Union Traffic Control Center features a miniature track design and modular construction.

FINGER-TIP CONTROL is achieved by concentrating *all* controls in a small operating console in front of the dispatcher.

TERRITORY being controlled can be expanded easily at any time. And this new control center can be used with any existing control system.

Investigate CTC. Find out how CTC can cut your operating costs by 25% or more as it has for others. Learn how you can control the movement of trains more efficiently. Talk to any Union Switch & Signal Representative.

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

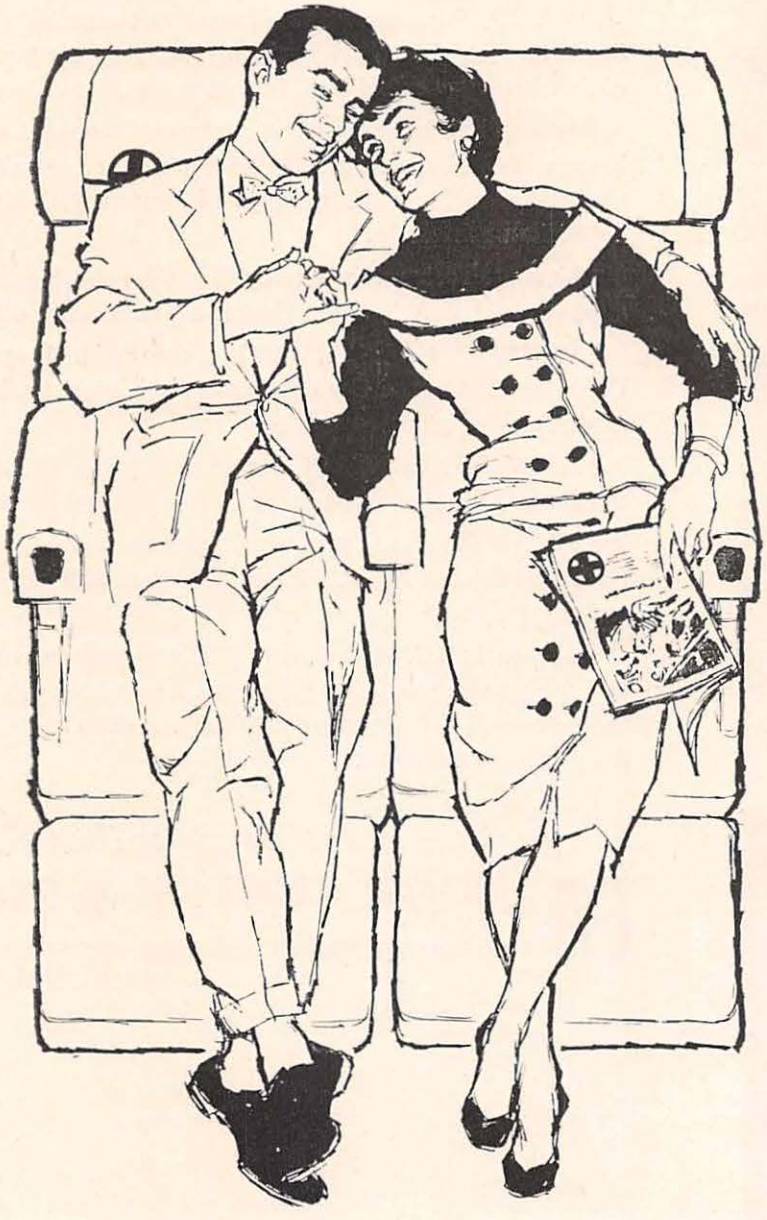
DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK • PITTSBURGH • CHICAGO • SAN FRANCISCO

it's fun to ride the train

Santa Fe



Fun is what you offer your customers when their trip includes luxurious surroundings, Fred Harvey food, spectacular scenery, and famous Santa Fe streamliners.

Super Chief

Deluxe all-room extra fare service
Daily between Chicago—Los Angeles

The Chief

Pullman-chair car streamliner
between Chicago—Los Angeles

El Capitan

Hi-Level extra fare chair car service
Daily between Chicago—Los Angeles

Texas Chief

Pullman-chair car streamliner
between Chicago—Texas

San Francisco Chief

Pullman-chair car streamliner
between Chicago—San Francisco

R. T. Anderson
General Passenger Traffic Manager
Santa Fe System Lines
Chicago 4, Ill.

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Hot Box Incidence Jumps Fivefold During Nation-Wide June, July, August Heat Waves

SERVOSAFE® IS IMMUNIZATION FOR DOG DAYS

The dog days. Heat waves shimmering over miles of roadbed. The dog days. The days when nothing seems to go right. So, naturally, that's when most hot boxes hit.

It is no figment of the heat-tortured imagination. It happens that way. Statistics prove it. More hot boxes occur in hot weather than in cold.

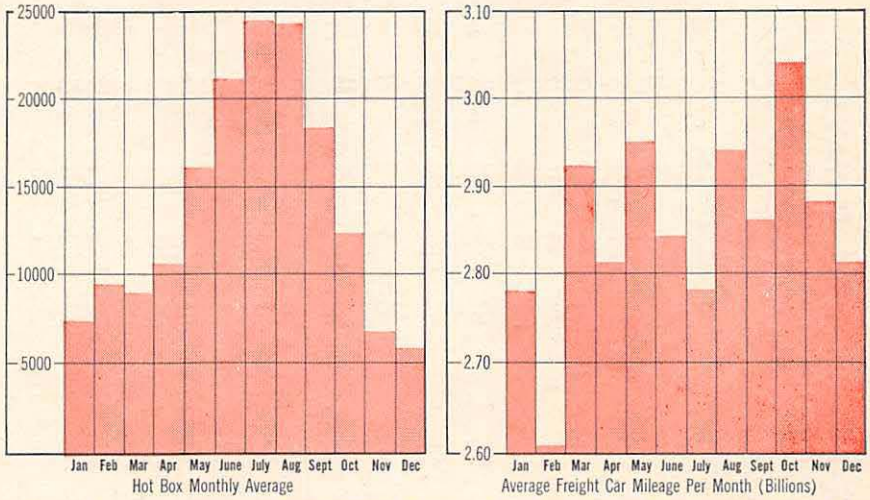
During the midsummer months the incidence of hot boxes jumps to nearly five times the normal winter level. And there is seemingly nothing to be done about it. The hot weather factor operates independently. It is not subject to any sort of prevention. No matter how efficient your maintenance record, the same five-to-one ratio is still going to be the difference between July and December.

Since you can't do much to change this "dog-day" dilemma, you might as well learn how to live with it. There is one way to keep your maintenance supervisor from becoming a victim of summer madness. Simply equip your System with SERVOSAFE Hot Box Detectives.* You'll save his sanity, your pocketbook, and your railroad's reputation.

With a SERVOSAFE System in operation, you'll be prepared to take the sting out of the annual hot box increase. Journals are still going to run hot, but you'll be prepared to spot them and take corrective action before they have a chance to cause serious damage.

That is precisely the job SERVOSAFE Hot Box Detectives are performing for the railroads in the country. ■

*U.S. and foreign patents applied for



JOURNAL INSPECTION AND MAINTENANCE PROCEDURES CAUSE ECONOMIC SQUEEZE

Freight car mileages and hot box incidence should be closely related to one another. It's simple logic. Reasonable assumption points to that conclusion. There is only one thing wrong with this deduction. It's not so. The twin charts above graphically illustrate the irrationality of such seeming logic. The charts leave no doubt. Hot boxes have very little correlation with total freight car mileage or heavy traffic.

According to the mass of statistics, hot box incidence is closely tied to the rise and fall of the thermometer. The icy cold of winter is relatively free of hot box problems; but when the temperature moves up to reflect summer heat waves, hot boxes become increasingly common.

The use of conventional methods of combating this warm weather rise in hot boxes invariably leads to an economic impasse. To inspect thoroughly during the summer would call for cumbersome staffs of maintenance men scattered at virtually hundreds of inspection points throughout a system. This solution might be effective, albeit expensive, during the peak months of the summer; but it leads to an embarrasing waste of manpower in the winter.

The alternative, conventional procedure of spreading regular maintenance staffs thin to fight the hot box battle for the ninety days of peak summer heat is equally inadequate. The uphill battle against the combined forces of time, distance, and numbers is doomed to failure from the start; and the budget takes a beating once again in terms of repairs and out-of-service equipment.

The single practical method of combating the hot box menace lies in the installation of the SERVOSAFE Hot Box Detective. Placement of SERVOSAFE Detectives at key points provides a foolproof method of detecting abnormally hot journals. Through the utilization of this advance warning system, selective, effective servicing is possible.

Experience has proved that a combination of selective servicing and efficient maintenance scheduling can reduce hot box incidence to a hitherto unattainable minimum. The key to this is the installation of SERVOSAFE Detectives at the proper, strategic locations within your System. To this end, Servo Corporation's Applications Group is at your disposal to assist you in planning the most advantageous systems placement. ■

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF FEBRUARY AND TWO MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (in. misc.) 1959	Total (in. misc.) 1958	Operating Expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec. and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	ratio 1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	1958
Akron, Canton & Youngstown	Feb.	171	468	....	477	356	59	55	6	66	69	15	42	152	364	350	76.3	98.4	113	68	37	—21
	2 mos.	171	903	....	923	766	122	114	11	128	133	30	85	301	724	721	78.5	94.1	199	117	59	—28
Alabama, Tenn. & Northern	Feb.	214	273	....	292	241	50	50	7	5	13	6	4	80	144	155	49.1	64.2	149	45	32	12
	2 mos.	214	534	....	565	543	100	99	13	16	34	11	9	162	293	319	51.9	58.8	271	68	57	50
Atchison, Topeka & Santa Fe	Feb.	13,104	38,979	2,420	45,447	40,154	5,754	5,352	704	10,470	9,581	2,364	1,390	16,643	36,451	34,077	80.2	84.9	8,996	5,432	3,244	1,964
	2 mos.	13,104	78,825	5,606	93,299	85,900	11,772	11,910	1,424	20,589	20,377	4,721	2,654	34,438	74,055	73,090	79.4	85.1	19,244	11,400	6,596	3,995
Atlanta & St. Andrews Bay	Feb.	81	295	....	299	328	38	5	4	32	32	8	7	70	169	160	56.6	48.7	130	61	41	57
	2 mos.	81	614	....	622	689	78	75	7	63	64	16	14	147	347	331	55.8	48.1	275	124	91	127
Atlanta & West Point	Feb.	93	210	19	274	273	41	32	8	47	50	14	18	123	253	254	92.3	93.5	21	18	—26	—30
	2 mos.	93	432	48	578	589	77	67	14	98	105	28	35	261	516	533	89.2	90.4	63	35	—31	—32
Western of Alabama	Feb.	133	264	18	316	325	44	44	9	54	58	19	20	128	268	276	84.8	84.8	48	33	11	12
	2 mos.	133	541	45	661	696	89	87	17	116	123	38	40	273	563	575	85.2	82.7	98	64	22	45
Atlantic Coast Line	Feb.	5,306	10,332	1,499	12,830	12,087	1,636	1,691	158	2,362	2,266	637	482	5,043	10,239	10,060	79.8	83.2	2,591	1,325	659	441
	2 mos.	5,306	21,134	3,122	26,341	25,413	3,380	3,608	340	4,821	4,734	1,275	948	10,505	21,207	21,270	80.5	83.7	5,134	2,725	1,252	795
Charleston & West. Carolina	Feb.	343	515	....	527	516	128	107	7	88	81	28	21	163	418	384	79.3	74.5	109	70	35	51
	2 mos.	343	1,065	....	1,090	1,110	253	226	14	189	165	57	43	348	868	806	79.7	72.6	221	135	72	115
Baltimore & Ohio	Feb.	5,917	26,365	1,026	29,364	27,462	3,081	2,804	451	5,087	4,877	1,125	928	12,945	23,922	23,414	81.5	85.3	5,443	1,861	1,966	263
	2 mos.	5,917	53,192	2,236	59,444	60,429	6,659	6,519	1,011	11,357	11,334	2,279	1,870	26,799	50,518	50,806	85.0	84.1	8,927	3,964	1,591	2,205
Staten Island Rap. Tran.	Feb.	29	170	80	259	254	48	50	12	35	39	2	2	152	269	272	103.7	107.0	—10	47	—78	—88
	2 mos.	29	373	164	552	558	110	99	25	78	81	4	4	314	575	562	104.1	100.8	—23	95	—164	—151
Bangor & Aroostook	Feb.	602	1,336	20	1,395	1,656	354	421	19	290	282	116	29	383	1,131	1,267	81.1	76.5	264	94	186	282
	2 mos.	602	2,779	47	2,903	3,288	735	792	37	567	579	233	60	851	2,376	2,478	81.8	75.4	527	199	395	544
Bessemer & Lake Erie	Feb.	203	934	....	981	611	208	235	24	659	606	142	41	400	1,456	1,413	148.3	231.3	—474	14	—57	—753
	2 mos.	203	1,805	....	1,904	1,487	448	453	48	1,084	1,348	284	82	786	2,693	2,948	141.5	212.5	—789	262	49	—1,381
Boston & Maine	Feb.	1,570	4,383	637	5,653	5,839	799	1,120	147	918	910	290	144	2,810	5,067	5,696	89.6	96.6	585	495	—451	—893
	2 mos.	1,570	9,340	1,332	12,013	12,520	1,625	2,234	293	1,811	1,814	581	295	5,763	10,289	11,647	85.6	93.0	1,724	1,038	—352	—1,306
C. P. R. Lines in Maine	Feb.	234	980	40	1,048	989	110	145	20	141	138	17	9	230	531	576	50.6	58.2	517	34	390	270
	2 mos.	234	1,929	114	2,087	1,863	249	272	41	284	285	35	17	475	1,088	1,121	52.1	60.2	999	69	708	445
Carolina & Northwestern	Feb.	285	273	....	278	261	40	48	7	32	29	21	5	70	165	173	59.3	66.4	113	22	34	46
	2 mos.	285	550	....	561	535	76	92	13	63	48	42	10	144	330	343	58.9	64.1	230	52	72	85
Central of Georgia	Feb.	1,763	3,112	115	3,394	3,355	541	575	46	693	653	193	177	1,377	2,976	2,981	87.7	88.8	418	258	159	281
	2 mos.	1,763	6,357	268	6,997	6,927	1,120	1,164	85	1,383	1,310	383	348	2,902	6,144	6,099	87.8	88.0	853	509	346	495
Central of New Jersey	Feb.	597	3,028	476	3,770	4,008	490	479	95	785	748	182	75	2,026	3,069	3,567	95.7	89.0	161	447	—390	—183
	2 mos.	597	6,508	955	8,053	8,527	977	1,069	189	1,694	1,556	363	147	4,309	7,589	7,595	94.2	89.1	464	907	—759	—340
Central Vermont	Feb.	375	633	52	767	787	155	172	17	108	107	9	18	339	657	706	85.7	89.6	110	48	—64	—115
	2 mos.	375	1,332	107	1,596	1,624	276	298	35	224	217	19	38	722	1,338	1,396	83.8	86.0	258	99	—98	—169
Chesapeake & Ohio	Feb.	5,122	25,178	412	26,589	25,218	2,850	2,920	517	4,794	4,700	1,872	856	10,234	20,311	19,936	76.4	79.1	6,278	2,835	4,202	3,031
	2 mos.	5,122	52,184	983	55,488	54,958	5,810	6,640	992	9,870	10,259	3,746	1,691	21,060	41,833	43,528	75.4	79.2	13,655	6,141	8,641	6,776
Chicago & Eastern Illinois	Feb.	862	2,504	135	2,898	2,645	335	331	29	454	459	150	142	1,159	2,251	2,227	77.7	84.2	646	204	215	50
	2 mos.	862	4,899	329	5,772	5,632	707	654	58	969	888	300	285	2,410	4,727	4,596	81.9	81.6	1,045	414	167	272
Chicago & Illinois Midland	Feb.	121	369	....	384	452	35	—27	8	96	108	23	31	124	328	290	85.5	64.3	56	39	15	54
	2 mos.	121	781	....	810	1,068	69	11	16	192	219	46	62	259	668	673	82.5	63.0	142	85	52	156
Chicago & North Western	Feb.	9,287	13,245	1,445	16,108	15,341	2,474	2,295	415	2,893	2,623	975	521	7,501	14,499	14,052	90.0	91.7	1,609	1,229	—590	—792
	2 mos.	9,288	27,204	3,008	33,085	32,451	5,033	4,479	823	6,020	5,711	1,972	1,052	15,290	29,694	29,036	89.8	89.5	3,391	2,496	—988	—786
Chicago Burl. & Quincy	Feb.	8,687	17,294	1,317	20,562	18,675	2,352	2,362	381	4,309	3,732	1,027	608	8,283	16,511	15,356	80.3	82.2	4,051	2,166	1,404	1,125
	2 mos.	8,687	35,583	2,915	42,423	39,423	4,884	4,822	795	8,529	7,772	2,052	1,304	17,124	33,836	32,026	79.8	81.2	8,588	4,520	3,076	2,608
Chicago Great Western	Feb.	1,469	2,521	7	2,698	2,703	345	425	42	432	398	132	126	916	1,898	1,899	70.3	70.3	800	279	295	307
	2 mos.	1,469	5,090	14	5,473	5,534	747	849	89	835	805	264	254	1,861	3,858	3,857	70.5	69.7	1,615	588	590	618
Chic., Milw., St. P. & Pac.	Feb.	10,591	15,590	937	18,279	17,511	2,592	2,436	404	3,401	3,447	717	537	7,906	15,606	15,364	85.4	87.7	2,673	1,538	191	—121
	2 mos.	10,591	31,257	2,064	36,846	36,861	5,297	5,376	831	6,996	7,421	1,476	1,062	16,230	32,027	32,422	86.9	88.0	4,819	3,108	49	—193
Chicago, Rock Island & Pacific	Feb.	7,564	14,651	1,280	17,514	15,450	1,977	1,670	261	3,189	2,945	622	563	7,141	13,853	12,590	79.1	81.5	3,661	1,504	719	413
	2 mos.	7,564	29,316	2,791	35,192	32,095	4,052	3,612	500	6,343	6,015	1,249	1,139	14,545	28,101	26,085	79.9	81.3	7,091	2,915	1,474	979
Clinchfield	Feb.	293	1,800	....	1,808	1,665	229	160	21	294	345	106	64	446	1,098	1,037	60.7	62.2	710	203	680	626
	2 mos.	293	3,537	....	3,558	3,550	447	461	43	610	754	211	129	903	2,224	2,333	62.5	65.7	1,333	406	1,194	1,221
Colorado & Southern	Feb.	716	1,050	47	1,228	1,050	121	170	18	205	199	67	33	524	953	927	77.6	88.3	275	156	82	45
	2 mos.	716	2,148	106	2,534	2,205	268	328	36	418	428	134	72	1,100	2,004	1,913	79.1	86.8	530	306	155	131
Ft. Worth & Denver	Feb.	1,362	1,550	112	1,857	1,648	362	268	30	249	260	45	81	831	1,646	1,389	88.6	84.3	212	14	—31	53
	2 mos.	1,362	3,291	240	3,970	3,482	655	537	60	564	555	90	168	1,766	3,413	2,996	86.0	86.0	557	94	—59	40
Colorado & Wyoming	Feb.	39	215	....	353	193	23	10	3	47	24	12	1	123	211	133	59.6	68.8	143	85	57	18
	2 mos.	39	416	....	679	410	40	32	5	87	59	25	3	243	403	299	59.3	72.9	276	168	103	27
Delaware & Hudson	Feb.	764	3,453	154	3,739	3,701	372	445	56	676	691	190	101	1,422	2,857	3,004	76.4	81.2	882	313	541	318
	2 mos.	764	7,167	287	7,721	7,794	794	910	113	1,378	1,370	380	201	2,984	5,947	6,143	77.0	78.8	1,774	788	1,007	721
Delaware, Lack. & Western	Feb.	918	4,237	717	5,603	5,841	622	869	148	1,027	1,028	350	193	3,033	5,251	5,867	93.7	100.5	352	645	—472	—928
	2 mos.	918	8,773	1,524	11,635	12,341	1,278	1,617	295	2,114	2,104	695	379	6,377	10,909	11,912	93.8	96.5	726	1,294	—903	—1,383
Denver & Rio Grande Western	Feb.	2,128	5,365	195	5,749	5,292	567	483	96	919	849	308	227	1,846	3,857	3,591	67.1	67.9	1,893	965	952	835
	2 mos.	2,141	10,774	417	11,584	11,051	1,072	963	185	1,862	1,775	630	479	3,933	7,952	7,592	68.7	68.7	3,631	1,868	1,828	1,714
Detroit & Toledo Shore Line	Feb.	50	690	....	734	629	68	73	4	91	80	24	22	242	441	410	60.1	65.2	293	101	58	40
	2 mos.	50	1,380	....	1,481	1,321	142	145	8	182	167	48	43	497	899	850	60.7	64.3	581	206	117	92
Detroit, Toledo & Ironton	Feb.	464	1,823	....	1,938	1,375	212	178	30	390	365	140	57	517	1,271	1,129	65.6	82.1	667	108	480	175
	2 mos.	464	3,877	....	4,105	3,002	656	452	59	753	742	280	113	1,065	2,782	2,440	67.8	81.3	1,323	216	969	391
Duluth, Miss. & Iron Range	Feb.	557	329	1	389	375	466	624	69	593	664	186	13	619	1,914	2,101	491.6	560.6	—1,525	108	—1,641	—1,792
	2 mos.	557	498	2	623	603	914	1,097	144	1,203	1,390	372	24	1,291	3,893	4,198	625.3	696.2	—3,271	217	—3,521	—3,663
Duluth, So. Shore & Atl.	Feb.	544	441	3	464	453	93	104	9	109	106	26	31	178	436	476	94.0	105.2	28	29	—8	—62
	2 mos.	544	830	5	882	919	196	197	20	217	218	52	64	361	887	973	100.6	105.9	—5	60	—79	—126

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF FEBRUARY AND TWO MONTHS OF CALENDAR YEAR 1959

Name of Road	Period	Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (in. misc.) 1959	Total (in. misc.) 1958	Operating Expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec. and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	Operating ratio 1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	Net Railway operating income 1958
Duluth, Winnipeg & Pacific	Feb.	175	429	1	436	517	63	66	5	66	63	1	7	157	303	325	69.5	63.0	133	34	6	56
	2 mos.	175	903	2	917	1,090	133	137	10	128	123	2	15	352	651	664	70.9	60.9	266	74	9	151
Elgin Joliet & Eastern	Feb.	205	3,381	....	4,496	3,123	284	259	28	781	907	126	41	1,820	3,265	2,790	72.6	89.3	1,230	544	230	—44
	2 mos.	205	6,614	....	8,922	6,759	554	543	56	1,440	1,972	252	82	3,581	6,339	5,938	71.0	87.8	2,583	1,246	624	10
Erie	Feb.	2,201	10,660	497	12,085	11,537	1,217	1,389	228	2,085	1,913	545	360	5,962	10,402	10,417	86.1	90.3	1,683	1,099	—165	—838
	2 mos.	2,201	21,200	1,059	24,150	24,029	2,523	2,756	456	4,064	3,962	1,056	745	12,200	21,123	21,376	87.5	89.0	3,026	2,202	—628	—1,289
Florida East Coast	Feb.	572	2,302	539	3,118	3,030	441	394	48	600	529	118	87	1,195	2,521	2,349	80.8	77.5	597	208	112	261
	2 mos.	572	4,960	1,070	6,637	6,462	938	837	95	1,275	1,125	235	176	2,480	5,268	4,981	79.4	77.1	1,370	418	380	563
Georgia Railroad	Feb.	321	529	10	619	552	92	72	8	121	107	35	40	287	578	535	93.3	97.0	41	36	14	—7
	2 mos.	321	1,109	26	1,298	1,228	184	161	17	248	219	70	81	610	1,199	1,120	92.4	91.3	99	73	48	69
Georgia & Florida	Feb.	321	287	....	296	236	68	64	3	58	41	8	23	99	268	226	90.6	95.8	28	17	—19	—24
	2 mos.	321	596	....	609	506	137	139	7	91	77	16	47	194	509	458	83.5	90.6	100	34	11	—23
Grand Trunk Western	Feb.	951	4,649	207	5,307	5,033	694	636	57	825	834	112	90	2,380	4,227	3,959	79.6	78.7	1,080	371	95	170
	2 mos.	951	8,802	451	10,131	9,643	1,362	1,282	114	1,712	1,696	223	184	4,948	8,693	8,345	85.8	86.5	1,438	751	—431	—615
Great Northern	Feb.	8,293	15,385	566	17,078	17,213	2,390	2,212	303	3,166	3,974	870	548	6,877	13,960	14,432	81.7	83.8	3,118	1,618	1,244	1,063
	2 mos.	8,293	31,337	1,272	34,898	34,671	4,850	4,844	562	7,027	8,131	1,737	1,088	14,362	29,335	30,192	84.1	87.1	5,563	3,327	1,707	652
Green Bay & Western	Feb.	219	368	....	377	365	49	52	5	48	50	9	27	121	276	283	73.1	77.5	101	54	19	18
	2 mos.	219	725	....	744	777	88	107	9	103	105	18	56	242	546	568	73.4	73.1	198	99	39	52
Gulf, Mobile & Ohio	Feb.	2,752	5,491	190	6,149	6,142	794	826	75	1,320	1,288	301	294	2,187	4,962	5,031	80.7	81.9	1,187	493	263	211
	2 mos.	2,752	11,392	499	12,857	12,928	1,760	1,803	150	2,663	2,818	605	602	4,526	10,307	10,755	80.2	83.2	2,550	1,047	623	405
Illinois Central	Feb.	6,439	16,715	1,859	20,626	20,100	3,153	2,887	370	4,077	4,251	855	624	8,344	17,348	17,244	84.1	85.8	3,277	1,718	879	896
	2 mos.	6,439	34,585	3,822	42,585	42,090	6,410	6,018	758	8,484	8,601	1,719	1,270	17,480	35,985	35,669	84.5	84.7	6,601	3,308	1,877	2,025
Illinois Terminal	Feb.	334	687	....	758	830	80	98	3	189	121	31	47	338	706	675	93.2	81.3	51	Cr.5	—19	33
	2 mos.	334	1,413	....	1,569	1,735	183	203	6	353	268	61	98	700	1,442	1,413	91.9	81.4	127	Cr.4	—31	83
Kansas City Southern	Feb.	891	3,249	62	3,626	3,669	276	298	48	451	547	106	88	1,115	2,051	2,210	56.6	60.2	1,576	649	688	641
	2 mos.	891	6,650	127	7,469	7,643	541	626	94	912	1,034	212	188	2,303	4,188	4,493	56.1	58.8	3,280	1,391	1,413	1,364
Kansas, Oklahoma & Gulf	Feb.	327	551	....	553	516	47	59	7	43	22	12	34	96	245	224	44.3	43.3	308	129	122	145
	2 mos.	327	1,119	....	1,124	982	94	126	14	82	44	24	68	206	504	463	44.8	57.2	620	260	245	224
Lake Superior & Ishpeming	Feb.	160	69	....	77	77	40	54	10	54	82	21	2	52	162	215	210.3	277.7	—85	40	—109	—164
	2 mos.	160	152	....	171	171	89	112	21	120	176	51	4	104	353	457	206.6	266.8	—182	80	—231	—347
Lehigh & Hudson River	Feb.	96	243	....	243	249	27	33	2	29	41	8	17	90	180	210	74.0	84.1	63	20	11	—10
	2 mos.	96	518	....	519	534	61	69	5	62	86	17	34	204	394	438	76.0	82.0	125	45	13	—19
Lehigh & New England	Feb.	177	383	....	386	343	51	53	7	130	130	52	19	178	425	441	109.9	128.4	—38	27	25	—26
	2 mos.	177	774	....	781	807	101	99	13	281	263	103	39	378	899	892	115.1	110.5	—118	55	9	23
Lehigh Valley	Feb.	1,129	3,939	182	4,418	4,155	559	922	97	854	751	205	141	2,327	4,124	4,631	93.4	111.5	293	439	—325	—1,164
	2 mos.	1,129	7,776	395	8,786	8,949	1,155	1,600	193	1,844	1,488	423	275	4,898	8,654	9,040	98.5	101.0	133	881	—1,123	—1,523
Long Island	Feb.	344	843	3,938	4,947	4,815	713	921	93	980	1,134	169	40	2,775	4,701	5,038	95.0	104.6	246	349	—309	—767
	2 mos.	344	1,769	8,267	10,393	10,207	1,495	1,762	196	2,070	2,287	337	77	5,773	9,822	10,187	94.5	99.8	571	722	—490	—1,085
Louisiana & Arkansas	Feb.	746	1,793	38	1,936	2,049	177	184	19	268	294	98	76	606	1,207	1,303	62.3	63.6	729	377	256	262
	2 mos.	746	3,689	83	3,999	4,194	329	386	39	538	587	107	154	1,278	2,458	2,638	61.6	62.9	1,531	778	552	572
Louisville & Nashville	Feb.	5,697	16,644	527	18,455	17,390	2,554	2,593	299	4,049	4,048	1,099	492	7,077	15,020	15,533	81.4	89.3	3,435	2,515	1,333	987
	2 mos.	5,697	32,877	1,325	37,015	36,594	5,122	5,720	614	8,123	8,578	2,236	970	15,095	31,152	33,053	84.2	90.3	5,863	4,463	2,159	1,955
Maine Central	Feb.	944	1,793	60	1,950	2,226	351	399	27	363	410	84	28	808	1,667	1,772	85.5	79.6	283	117	105	155
	2 mos.	944	3,866	131	4,225	4,478	717	784	55	735	812	168	57	1,729	3,483	3,626	82.5	81.0	742	342	260	286
Minneapolis & St. Louis	Feb.	1,391	1,602	1	1,659	1,582	245	259	36	299	291	101	115	650	1,456	1,352	87.7	85.5	204	183	37	28
	2 mos.	1,391	3,300	2	3,426	3,402	502	510	65	576	594	203	247	1,317	2,944	2,837	85.9	83.4	482	371	161	139
Minn., Northfield & Southern	Feb.	77	371	....	382	318	17	20	2	37	39	13	30	100	199	204	52.1	64.0	183	101	74	41
	2 mos.	77	711	....	738	689	34	38	5	76	77	26	60	194	414	410	56.1	59.5	324	179	128	107
Minn., St. P. & S. S. Marie	Feb.	3,222	2,652	37	2,860	3,281	549	582	46	612	693	141	104	1,330	2,789	2,870	97.5	87.5	71	242	—270	115
	2 mos.	3,222	5,703	75	6,111	6,674	1,050	1,134	108	1,365	1,510	281	216	2,855	5,889	6,048	96.4	90.6	223	506	—438	76
Missouri Illinois	Feb.	172	370	....	372	332	39	49	4	77	89	37	16	103	249	264	66.9	79.5	123	106	73	50
	2 mos.	172	660	....	666	753	91	102	12	170	174	74	27	210	525	541	78.8	71.8	141	153	99	140
M-K-T Lines	Feb.	2,918	4,069	58	4,529	4,767	500	478	87	816	1,010	261	189	1,597	3,309	3,676	73.1	77.1	1,220	336	350	320
	2 mos.	2,918	8,395	142	9,360	9,792	955	1,079	179	1,755	1,971	521	376	3,329	6,833	7,614	73.0	77.7	2,527	675	684	609
Missouri Pacific	Feb.	9,513	19,714	702	22,594	22,293	2,614	2,891	304	4,106	4,078	1,085	657	8,947	17,298	17,434	76.6	78.2	5,296	1,488	2,667	2,493
	2 mos.	9,513	40,314	1,688	46,388	45,748	5,333	5,897	606	8,381	8,445	2,168	1,340	18,757	35,785	35,897	77.1	78.5	10,604	3,282	5,026	5,027
Monon	Feb.	541	1,442	46	1,608	1,607	204	205	20	296	291	77	100	680	1,377	1,360	85.6	84.6	231	70	77	54
	2 mos.	541	2,811	114	3,171	3,330	412	421	40	592	603	153	206	1,408	2,814	2,808	88.7	84.3	357	91	104	111
Monongahela	Feb.	177	354	....	356	318	60	64	11	61	60	11	1	151	297	298	83.3	93.6	59	17	46	—118
	2 mos.	177	729	....	733	716	124	135	24	119	122	22	2	498	793	619	108.1	86.5	—60	34	—200	—194
New York Central	Feb.	10,446	40,988	5,738	54,058	46,189	5,903	7,248	1,072	10,700	8,447	2,484	1,049	26,990	47,833	46,054	88.5	99.7	6,225	5,416	—694	—7,723
	2 mos.	10,446	82,480	12,634	110,568	100,419	12,281	13,639	2,150	21,400	19,000	4,963	2,132	55,440	97,794	94,652	88.4	94.3	12,774	10,951	—832	—9,681
Pitts. & Lake Erie	Feb.	221	2,543	32	2,746	2,172	328	397	57	858	820	318	69	1,104	2,562	2,562	93.3	118.0	184	463	723	705
	2 mos.	221	5,012	72	5,376	4,554	687	811	113	1,804	1,868	634	128	2,227	5,259	5,552	97.8	121.9	117	957	1,500	770
New York, Chic. & St. L.	Feb.	2,179	11,265	122	11,764	10,604	1,212	1,289	159	1,882	1,984	457	339	4,488	8,402	8,594	71.4	81.0	3,362	1,602	1,374	715
	2 mos.	2,179	22,559	303	23,639	22,453	2,540	2,820	320	3,922	4,116	923	713	9,390	17,528	17,882	74.2	79.6	6,111	2,974	2,497	1,654
New York, N. H. & Hart.	Feb.	1,762	6,035	3,825	11,439	10,661	1,246	1,509	283	1,772	1,867	470	214	5,692	9,847	10,135	86.1	95.1	1,592	919	—665	—1,573
	2 mos.	1,762	11,948	8,004	23,200	22,940	2,497	3,028	558	3,699	3,921	959	424	11,850	20,346	21,312	87.7	92.9	2,855	1,927	—1,834	—2,560
New York Connecting	Feb.	21	342	....	360	303	60	97	25	15	17	....	....	87	165	206	45.8	67.8	195	89	111	—4
	2 mos.	21	738	....	774	712	133	189	51	29	32	....	....	174	343	397	44.3	55.7	431	177	248	132
New York, Sus. & West.	Feb.	106	293	18	325	305	35	39	6	53	59	11	9	166	293	311	90.0	101.9	32	30	—28	—68
	2 mos.	106	587	35	650	678	74	78	12	114	118	21	18	345	611	641	94.0	94.5	39	62	—90	—100

(Continued on page 64)

a RAILWAY AGE Service Page

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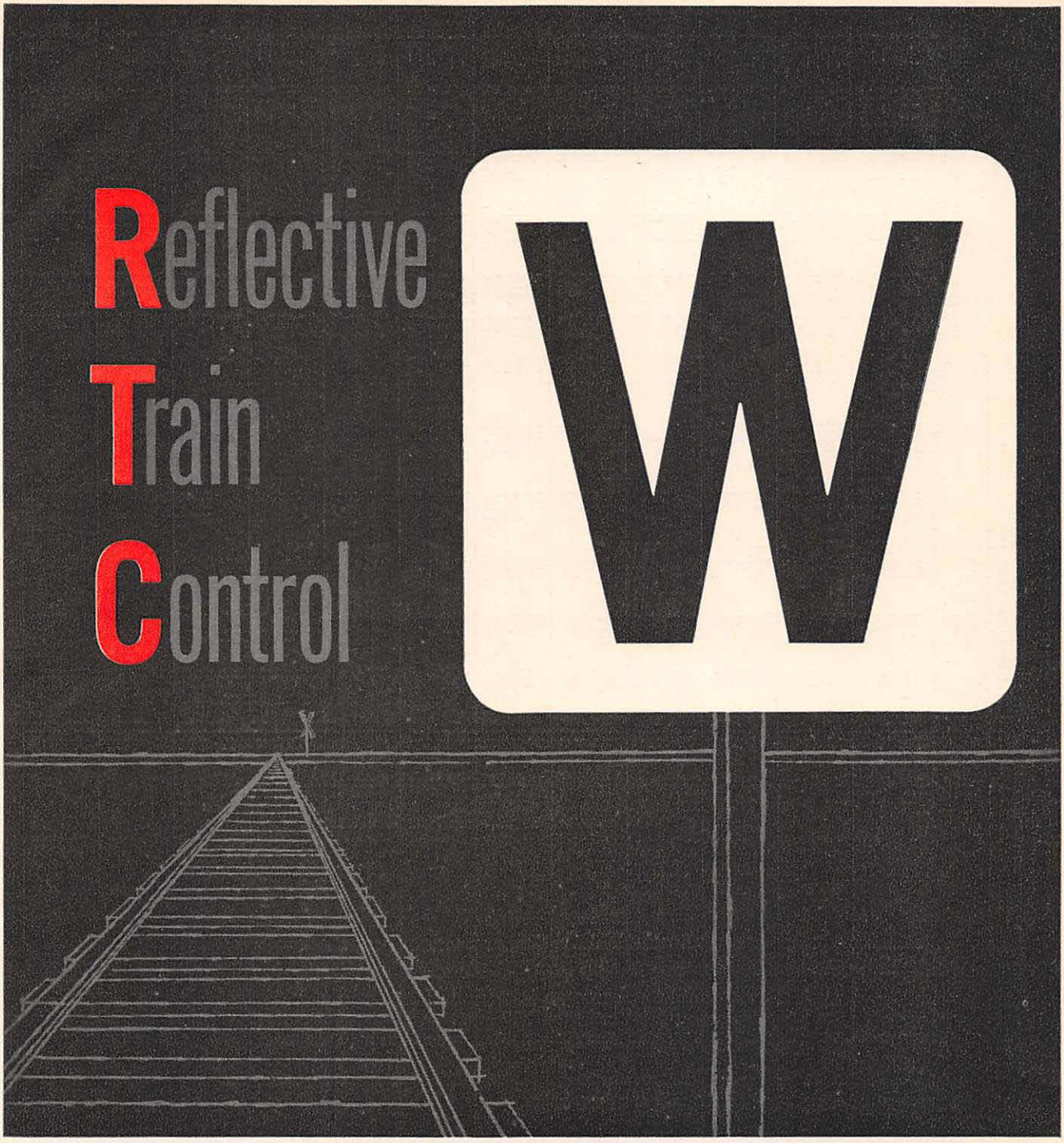

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MINNESOTA MINING AND MANUFACTURING COMPANY
. . . WHERE RESEARCH IS THE KEY TO TOMORROW
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3M COMPANY

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF FEBRUARY AND TWO MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (in. misc.) 1959	Total (in. misc.) 1958	Operating Expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec. and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	Operating ratio 1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	Net Railway operating income 1958
Norfolk & Western	Feb.	2,138	14,980	176	15,926	14,102	1,734	2,303	361	2,906	3,637	1,074	327	4,703	10,440	12,249	65.6	86.9	5,486	3,233	3,415	1,307
	2 mos.	2,138	31,196	394	33,182	31,773	3,454	4,869	733	5,766	7,757	2,109	655	9,789	21,260	26,079	64.1	82.1	11,922	6,840	7,387	3,578
Norfolk Southern	Feb.	592	713	....	726	642	174	125	5	114	112	32	51	248	650	569	89.5	88.6	76	49	2	2
	2 mos.	592	1,408	....	1,437	1,313	347	317	19	240	241	64	105	508	1,326	1,235	92.2	94.0	112	99	—38	—67
Northern Pacific	Feb.	6,828	11,721	363	12,989	12,256	1,747	1,638	336	2,841	3,049	732	403	5,559	11,427	11,375	88.0	92.8	1,562	1,401	448	—12
	2 mos.	6,828	23,703	784	26,390	25,845	3,326	3,362	564	5,681	6,226	1,496	778	11,544	23,169	23,485	87.8	90.9	3,221	2,799	925	354
Northwestern Pacific	Feb.	328	954	....	961	519	229	319	17	82	74	3	8	288	632	681	65.7	131.2	330	118	37	—149
	2 mos.	328	1,937	1	1,953	1,349	454	543	41	163	167	5	16	631	1,313	1,349	67.2	100.0	640	204	99	—176
Pacific Electric	Feb.	356	921	....	1,052	848	166	161	25	52	67	4	21	461	803	846	76.3	99.7	250	119	24	—226
	2 mos.	357	1,849	....	2,166	1,904	394	353	48	107	138	7	39	984	1,729	1,773	79.8	93.1	437	238	—45	—317
Pennsylvania	Feb.	9,920	51,501	8,407	67,682	59,625	6,923	8,029	1,471	15,000	12,474	3,010	1,223	32,486	59,983	58,367	88.6	97.9	7,700	4,565	—1,603	—6,650
	2 mos.	9,920	104,742	18,406	138,963	129,062	14,109	15,124	2,935	30,214	26,288	5,997	2,465	67,420	122,800	119,572	88.4	92.6	16,163	10,107	—3,340	—7,010
Penn.-Reading S. S. Lines	Feb.	353	484	56	555	570	179	185	26	126	116	26	8	455	811	829	146.0	145.4	—256	68	—454	—471
	2 mos.	353	954	116	1,100	1,180	360	364	50	257	232	52	17	935	1,667	1,672	151.6	141.6	—567	136	—981	—926
Piedmont & Northern	Feb.	126	530	....	539	399	35	43	5	29	26	9	31	87	214	210	39.8	52.7	324	166	107	40
	2 mos.	126	1,000	....	1,021	877	82	87	9	60	58	19	61	178	451	444	44.2	50.6	570	289	180	114
Pittsburgh & West Virginia	Feb.	132	612	....	622	647	140	118	25	152	148	45	77	218	650	602	104.6	93.0	—29	Cr.11	10	50
	2 mos.	132	1,299	....	1,324	1,501	271	245	49	311	305	91	155	453	1,314	1,260	99.2	83.9	10	3	55	165
Reading	Feb.	1,303	7,429	481	8,503	8,451	988	1,255	187	1,654	1,717	468	182	4,001	7,266	7,894	85.4	93.4	1,237	332	563	372
	2 mos.	1,303	15,075	1,026	17,281	18,512	2,000	2,606	399	3,391	3,592	901	372	8,170	14,839	16,249	85.9	87.8	2,442	567	1,170	1,194
Richmond, Fred. & Potomac	Feb.	118	1,198	393	1,905	1,813	169	162	27	289	276	67	32	723	1,384	1,378	72.6	76.0	521	304	122	94
	2 mos.	118	2,467	864	3,958	3,873	325	378	53	588	614	634	61	1,502	2,817	2,943	71.2	76.0	1,141	664	304	210
Rutland	Feb.	391	345	....	369	318	74	86	8	59	55	18	31	159	347	354	93.9	111.4	22	28	—14	—71
	2 mos.	391	698	....	746	682	150	171	16	121	109	35	59	323	705	722	94.5	105.8	41	56	—29	—110
St. Louis-San Francisco	Feb.	4,577	7,903	187	8,693	7,914	1,453	987	183	1,561	1,520	610	343	3,450	7,365	7,066	84.7	89.3	1,328	580	628	591
	2 mos.	4,577	16,267	476	18,062	16,924	3,026	2,119	347	3,268	3,222	1,217	688	7,324	15,449	14,952	85.5	88.4	2,613	1,199	1,163	1,127
St. Louis S. F. & Texas	Feb.	143	450	4	473	340	21	13	4	29	30	1	23	141	225	232	47.6	68.2	248	109	83	41
	2 mos.	143	853	5	903	656	43	60	7	59	59	2	48	292	464	509	51.4	77.6	439	173	141	12
St. Louis Southwest. Lines	Feb.	1,556	4,716	5	4,797	4,694	568	656	61	631	664	186	189	1,710	3,277	3,255	68.3	69.3	1,520	622	611	625
	2 mos.	1,556	10,000	11	10,180	9,658	1,166	1,357	135	1,294	1,374	370	380	3,546	6,726	6,759	66.1	70.0	3,454	1,479	1,457	1,267
Savannah & Atlanta	Feb.	144	282	....	302	298	51	52	2	56	60	19	17	103	240	232	79.2	77.9	63	20	38	42
	2 mos.	144	582	....	612	596	104	107	3	118	116	39	34	210	489	478	80.0	80.2	123	44	73	80
Seaboard Air Line	Feb.	4,146	10,993	1,002	12,979	11,989	1,571	1,610	208	2,524	2,532	706	443	4,636	9,878	9,805	76.1	81.8	3,101	1,419	1,500	1,334
	2 mos.	4,146	22,707	2,189	27,005	25,828	3,352	3,517	415	5,074	5,178	1,412	909	9,622	20,382	20,468	75.5	79.2	6,624	3,047	3,177	3,012
Southern Railway	Feb.	6,269	18,474	783	20,743	19,104	3,176	2,959	308	3,820	3,471	955	482	6,774	15,436	15,076	74.4	78.9	5,307	1,985	2,517	2,379
	2 mos.	6,269	37,415	1,802	42,433	42,205	6,678	5,891	614	7,555	7,043	1,910	944	14,270	31,618	30,639	74.5	72.6	10,815	4,351	4,972	5,967
Alabama Great Southern	Feb.	328	1,219	37	1,385	1,093	230	226	34	311	270	82	40	462	1,143	1,142	82.5	104.5	242	87	65	—206
	2 mos.	328	2,453	83	2,800	2,375	487	474	70	607	592	164	80	952	2,312	2,359	82.6	99.3	488	195	175	—213
Cinn., N. O. & Tex. Pac.	Feb.	337	2,847	71	3,105	3,002	587	588	69	732	620	221	80	845	2,431	2,379	78.3	79.3	674	266	495	496
	2 mos.	337	5,886	166	6,441	6,253	1,138	1,143	139	1,442	1,238	444	160	1,751	4,837	4,721	75.1	75.5	1,604	641	1,103	1,094
Georgia Southern & Fla.	Feb.	397	695	30	798	713	144	157	10	87	79	11	23	243	555	599	69.6	84.0	243	38	50	—89
	2 mos.	397	1,490	69	1,714	1,526	274	306	21	159	157	21	43	508	1,088	1,187	63.5	77.8	627	76	155	—95
New Orleans & Northeastern	Feb.	203	788	31	885	756	250	151	22	200	156	81	27	254	804	648	90.9	85.7	80	59	32	4
	2 mos.	203	1,605	65	1,806	1,587	421	319	44	404	299	166	51	520	1,529	1,307	84.6	82.3	277	169	125	60
Southern Pacific	Feb.	8,071	35,848	1,849	40,183	36,655	4,866	4,730	503	8,621	8,353	2,423	773	15,448	31,716	30,615	78.9	83.5	8,468	4,299	3,881	3,162
	2 mos.	8,071	72,854	3,997	81,589	76,755	9,676	9,813	966	17,412	17,078	4,859	1,554	32,086	64,933	63,739	79.6	83.0	16,655	8,536	7,619	6,601
Texas & New Orleans	Feb.	4,166	9,774	251	10,564	10,150	1,732	1,685	157	1,561	1,475	196	248	3,898	8,038	7,990	76.1	78.7	2,526	1,009	547	183
	2 mos.	4,166	20,163	562	21,844	21,541	3,565	3,646	322	3,195	3,061	382	503	8,142	16,604	16,732	76.0	77.7	5,240	2,071	1,093	515
Spokane International	Feb.	150	255	....	262	333	39	58	3	33	30	14	5	64	153	197	58.4	59.1	109	49	41	59
	2 mos.	150	460	....	475	620	71	113	6	66	66	27	10	129	299	388	63.0	62.5	176	75	63	90
Spokane, Portland & Seattle	Feb.	936	2,249	57	2,473	2,232	394	352	56	352	420	128	31	927	1,821	1,851	73.6	82.9	652	214	369	140
	2 mos.	936	4,750	140	5,229	4,849	825	779	129	970	1,037	256	68	1,912	4,038	4,037	77.2	83.3	1,191	447	591	312
Tennessee Central	Feb.	284	317	....	332	305	36	56	5	52	51	22	19	117	249	255	75.0	83.7	83	22	25	—13
	2 mos.	284	668	....	695	645	72	113	10	110	103	43	37	243	513	537	73.8	83.3	182	45	56	—28
Texas & Pacific	Feb.	1,831	5,087	266	5,844	6,126	667	773	101	1,043	1,075	270	203	2,401	4,674	4,631	80.0	75.6	1,170	340	244	371
	2 mos.	1,831	10,889	639	12,565	12,627	1,413	1,595	197	2,162	2,203	540	410	5,120	9,851	9,739	78.4	77.1	2,713	967	639	703
Texas Mexican	Feb.	161	246	....	272	287	58	51	6	33	27	11	13	84	211	196	77.6	68.1	61	22	3	16
	2 mos.	161	451	....	508	641	111	107	12	65	66	23	25	165	413	406	81.3	63.3	95	34	—4	59
Toledo, Peoria & Western	Feb.	239	574	....	591	574	69	59	7	51	69	13	52	162	380	366	64.2	63.7	212	90	58	57
	2 mos.	239	1,143	....	1,178	1,157	134	133	13	106	119	25	101	327	755	735	64.1	63.5	422	181	114	115
Union Pacific	Feb.	9,759	34,450	1,630	38,650	35,016	4,825	4,548	562	7,838	6,600	2,153	1,093	13,394	29,261	26,835	75.7	76.6	9,388	5,367	2,508	1,946
	2 mos.	9,755	70,569	3,650	79,752	73,022	9,933	9,055	1,144	16,084	14,107	4,294	2,464	28,026	60,963	55,944	76.6	76.6	18,609	10,645	4,887	4,022
Virginian	Feb.	608	3,709	....	3,850	3,927	507	486	88	691	731	274	62	788	2,166	2,212	56.3	56.3	1,684	884	1,042	976
	2 mos.	608	7,485	....	7,791	8,604	1,008	1068	161	1,418	1,476	559	121	1,636	4,439	4,704	57.0	54.7	3,352	1,723	2,094	2,162
Wabash	Feb.	2,392	8,027	404	9,296	8,724	1,107	1,003	126	1,370	1,467	445	349	4,524	7,771	7,262	83.6	83.2	1,525	577	229	175
	2 mos.	2,392	16,270	855	18,935	18,019	2,307	2,020	250	2,807	2,939	895	709	9,136	15,844	14,928	83.7	82.8	3,091	1,225	628	523
Ann Arbor	Feb.	294	690	....	695	696	81	64	7	136	156	20	35	339	607	613	87.3	88.0	88	54	27	19
	2 mos.	294	1,386	....	1,400	1,427	163	133	13	293	314	64	70	700	1,268	1,262	90.6	88.4	132	108	8	37
Western Maryland	Feb.	844	3,612	....	3,724	3,212	542	493	48	855	761	283	127	1,294	3,044	2,808	81.7	87.4	680	378	642	469
	2 mos.	844	7,435	....	7,663	7,359	1,118	1,063	94	1,704	1,584	565	257	2,628	6,155	5,946	80.3	80.8	1,508	790	1,323	1,250
Western Pacific	Feb.	1,190	3,727	122	3,946	3,715	511	603	79	655	620	216	214	1,415	3,079	3,059	78.0	82.3	867	363	455	341
	2 mos.	1,190	7,698	281	8,181	7,685	1,002	1,199	157	1,345	1,274	433	436	2,972	6,336	6,408	77.5	83.4	1,845	848	947	659
Wisconsin Central	Feb.	1,031	2,220	11	2,341	2,315	305	321	43	455	485	108	94	1,136	2,128	2,124	90.9	91.7	212	158	—161	—217
	2 mos.	1,031	4,480	28	4,758	4,961	604	670	89	909	1,024	216	193	2,317	4,309	4,454	90.6	89.8	449	335	—202	—216

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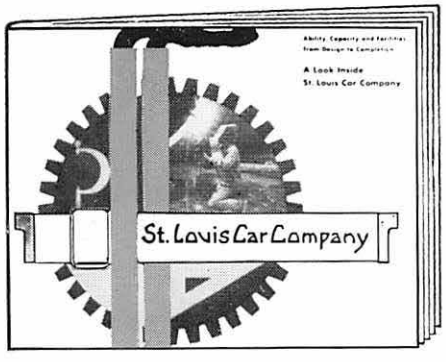

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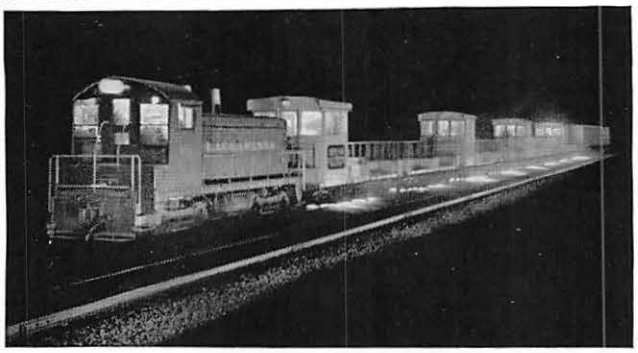

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RAIL GRINDING

MARKET OUTLOOK *at a glance*

Carloadings Rise 0.5% Above Previous Week's

Loadings of revenue freight in the week ended May 9 totaled 677,398 cars, the Association of American Railroads announced on May 14. This was an increase of 3,275 cars, or 0.5%, compared with the previous week; an increase of 141,819 cars, or 26.5%, compared with the corresponding week last year; and a decrease of 45,919 cars, or 6.3% compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended May 2 totaled 674,123 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 2

District	1959	1958	1957
Eastern	99,404	82,800	113,653
Allegheny	124,440	90,090	143,965
Pocahontas	55,052	41,846	64,464
Southern	121,178	103,609	122,848
Northwestern ..	100,174	64,383	113,738
Central Western .	119,573	104,680	111,949
Southwestern ..	54,302	45,797	48,369
Total Western Districts	274,049	214,860	274,056
Total All Roads	674,123	533,205	718,986
Commodities:			
Grain and grain products	47,709	48,054	47,965
Livestock	6,438	6,255	6,194
Coal	106,597	86,634	132,610
Coke	10,925	5,000	11,862
Forest Products .	41,727	33,334	39,145
Ore	59,819	16,590	74,751
Merchandise l.c.l.	42,060	45,536	55,468
Miscellaneous ..	358,848	291,802	350,991
May 2	674,123	533,205	718,986
April 25	647,282	533,851	690,789
April 18	633,546	534,507	686,950
April 11	618,359	521,160	673,944
April 4	590,133	516,247	644,092
Cumulative total, 18 weeks	10,595,129	9,616,031	12,041,891

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended May 2 totaled 8,312 cars, compared with 4,925 for the corresponding 1958 week. Loadings for 1959 up to May 2 totaled 130,085 cars, compared with 81,342 for the corresponding period of 1958.

IN CANADA.—Carloadings for the nine-day period ended April 30 totaled 98,915 cars, compared with 69,559 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
April 30, 1959	98,915	36,920
April 30, 1958	99,844	35,289
Cumulative Totals:		
April 30, 1959	1,135,578	476,797
April 30, 1958	1,121,355	492,720

New Equipment

FREIGHT-TRAIN CARS

► *Pennsylvania.*—Plans to acquire 8,000 new freight cars, in addition to 15,500 new and rebuilt cars previously announced (RA, March 2, p. 31; March 9, p. 47). PRR will lease 1,000 70-ton triple hopper cars valued at $10,000,000 through Pullman-Standard. P-S will build the cars at Butler, Pa., will begin delivery in September. PRR will also lease 300 53-ft 6-in. flat cars valued at $3,600,000 through General Steel Castings. The one-piece cast steel underframes will be produced by General Steel Castings and the cars will be assembled in the PRR's Altoona shops. Construction is expected to be completed by November 1959. The PRR is completing negotiations for the financing of the 6,700 remaining cars of the new order. (See page 9.)

► *Rio Grande.*—Ordered 15 85-ft piggyback flat cars from Pullman-Standard for delivery June 8. Cost: $230,250.

► *Santa Fe.*—Ordered 250 70-ton covered hopper cars for delivery within the near future. Pullman-Standard will build 100 cars, Greenville Steel Car 96 and ACF 54.

► *Western Maryland.*—Ordered 25 50-ton box cars with DF loaders for July delivery from Pullman-Standard. Approximate cost: $310,000.

► *Western Pacific.*—Ordered 75 50-ft box cars equipped with damage-prevention devices and 25 Compartmentizer box cars from Pullman-Standard for delivery in June. All cars will be equipped with roller bearings. WP recently took delivery on 25 85-ft piggyback flat cars, also roller-bearing equipped, from Pullman-Standard.

PASSENGER-TRAIN CARS

► *Santa Fe.*—Ordered 25 baggage cars from Topeka, Kan., company shops.

LOCOMOTIVES

► *Pennsylvania.*—Plans to acquire 50 diesel locomotives at a cost of approximately $10,000,000. Details were not available last week.

► *204 New Units Installed in First Three Months.*—Class I railroads installed 204 new locomotive units (201 diesel-electric; three gas turbine-electric) in the first quarter of 1959, according to the AAR. In the corresponding period of 1958, they installed 237 units (all diesel-electric). New locomotive units on order April 1 totaled 589, of which 566 were diesel-electric and 23 gas turbine-electric. On April 1, 1958, Class I railroads had 206 new locomotive units on order, of which 176 were diesel-electric and 30 were gas turbine-electric.

New Facilities

► *Toronto Transit Commission.*—Will begin construction on $200-million extension to present Toronto subway line.

in the business of handling school children, the road has built up a regular traffic of some 25,000 students a year at student fares.

SEABOARD

Signs of a rising trend are seen by this road's passenger department in the fact that first quarter revenues for 1959 are more than 9.5% higher than they were in 1958. True, the '58 winter was a bad one for Florida travel, but nonetheless revenues have been rising since 1955, except for 1958.

"We've pruned off our weak branch lines and have no further plans for discontinuances," says general passenger traffic manager J. R. Getty. Last November, in its most recent discontinuance, Seaboard removed trains 13 and 14 between Charlotte and Wilmington, N. C.

Although Seaboard's passenger ratio is high (142.35), "we figure we're at least breaking even on an out-of-pocket basis," Mr. Getty says. Seaboard has a policy of nominally priced dining-car meals. Most you can spend (for a sirloin steak): $4.75.

ATLANTIC COAST LINE

This railroad sits astride a thriving New York-Florida market and also near the end of a quarter century of gradual reshaping of its passenger services. There are, says T. K. Lynch, passenger traffic manager, only "one or two doubtful" trains left on the railroad. Aside from these, ACL regards its service as close to the optimum. No discontinuances are planned at the moment. But if mail contracts would be lost, the picture would change overnight.

Far from abandoning, ACL is promoting. It's had "quite good experience" with package tours to Florida. And new business has come in as the result of reduced fares between Washington, Richmond and Florida points. The fare, coach or first-class, is 150% of the one-way fare for a 30-day excursion round trip.

MISSOURI PACIFIC

Top innovator that it is, MP gives absolutely no indication of being on the way out of the passenger business. It continues to whittle away at hopeless trains, but President Russell L. Dearmont has placed his railroad in the passenger business for an extended stay.

About a year ago, MoPac broke out with a series of experiments designed to attract business. Here's how some of them are turning out:

- Reduced rail, and Pullman fares between Houston and Brownsville have garnered substantial increases in both rail and Pullman revenue during every month.
- "Thrift-T-Sleeper," with coach fares and reduced Pullman charges between St. Louis, Kansas City and Colorado points, have averaged 25.6 passengers westbound, 19.9 passengers eastbound. MP believes its business to be about one half new, one half "upgraded" coach passengers.
- An experiment with coach fares and regular Pullman charges between Houston and New Orleans brought about a 51.7% increase in Pullman passengers, a 51.5% increase in Pullman revenue over the six months of 1958 it was in operation. It continues through 1959.

GREAT NORTHERN

Last week, Great Northern ended an experimental application of coach rates to sleeping cars on its transcontinental Western Star. The road had hoped to increase sleeper patronage and reduce its Pullman deficit. The experiment began, as it did on other roads serving the same territory, November 1, 1958.

Through April 14, GN showed an increase of 55.1% in the number of sleeping-car passengers handled on the same train compared with the year before. Pullman revenue from the Western Star sleepers through the end of February was up 29.1%. GN estimates that it lost only about one third of its increase in Pullman revenue through selling the lower rate. Hence, the loss was more than offset by the increase in Pullman revenue. Come next November, GN expects to reinstitute the arrangement. Pessimistic about the future of passenger business? Says P. G. Holmes, passenger traffic manager, "Absolutely not."

NORTHERN PACIFIC

Currently before the ICC are petitions to discontinue eight pairs of local trains which, NP says, "have long since ceased to be categoried as in the public interest." If the road is permitted to take them off, "we will then have come very near the optimum so far as the passenger department outlook is concerned." The road contemplates no further discontinuance.

The road's "North Coast Limited" and "Mainstreeter," plus connections to Duluth, Nos. 3 and 4 between St. Paul and Mandan, Nos. 13 and 14 between St. Paul and Winnipeg, 407-408 between Seattle and Portland and 5-6 between Spokane and Seattle, are all considered by NP as profitable on the basis of solely related expenses.

KANSAS CITY SOUTHERN

This road is offering what it considers the best possible service considering current mail and express requirements. This month it put meal service on all trains. Upgraded equipment and faster schedules will be installed where possible. Says Passenger Traffic Manager S. A. Watson: "We are meeting our out-of-pocket costs and our position is improving daily."

KSC has spent more than $3 million since 1956 in new equipment, including almost $1 million this year. Another half million has been spent upgrading equipment in its own shops. The advertising budget has been increased.

Last January, KCS began offering one-way fares for round-trip travel to parties of five or more, lowering the minimum from 30. "We feel that these fares have been our salvation," Mr. Watson declares. Now the road is getting traffic which formerly went by automobile, as well as larger parties which chartered busses. KCS will make permanent its system of honoring coach tickets in sleeping cars. The road is handling 51% more business in sleepers so far this year, compared with the same period of 1958.

WABASH

Only a little "fringe trimming" remains before this road has the passenger service it feels is best. President Arthur K. Atkinson recently said: "I have good reason to believe that our growing economy will generate a sufficient volume of business to keep the 'Blue Bird,' the 'City of St. Louis,' the 'Cannon Ball,' and our other mainline trains in operation for many years to come.

"We are fully cognizant that the road ahead is not easy. In fact, I shudder to think of how much greater our passenger losses would have been last year had we not put forth a hard selling program and spent millions on modernization in prior years."

LACKAWANNA

A relatively small operation in difficult territory, the DL&W nonetheless plans no curtailments or major adjustments beyond commuter service and what might be part of a merger with the Erie. (Commuter-wise, Lackawanna is "dead serious" in its plea that it wants out.)

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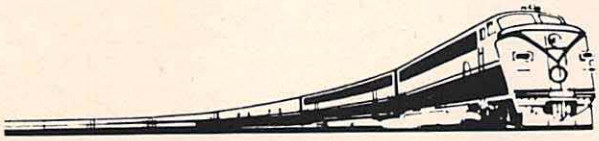

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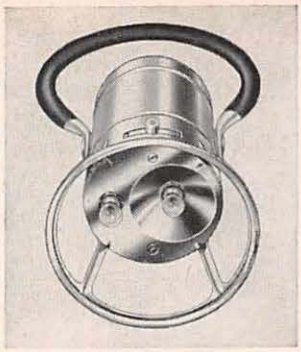

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Strike Pact?

Railroad lawyers studying possibilities of mutual aid.

Lawyers from the AAR and member roads are investigating several plans for joint action if this fall's negotiations result in a strike against a single road. This was confirmed at a recent New York City press conference by AAR President Daniel P. Loomis.

A committee is actively studying a mutual aid pact similar to that in effect in the airline industry, Mr. Loomis said. Under such a pact, a struck road would share revenues of other signers during the course of the strike.

Strike insurance is also under study, Mr. Loomis said, although he had no comment when asked if this would be self insurance or some form of commercial insurance.

To a question on the possibility of shutting down other roads if one road is struck, Mr. Loomis replied that the legal principles are not clear, and at this point, no one can say if this is feasible, although something similar had occurred in the western truck lines strike last fall.

Mr. Loomis pointed out that strike insurance and revenue sharing plans had been considered in the face of strike threats in the past, but that events had not made it necessary to put them in effect.

Timken Reports Boom In Roller Bearing Sales

Although 1959 is only a few months old, it has proved to be the biggest year experienced by The Timken Roller Bearing Co. in the sale of railroad freight-car bearings. In the first quarter of this year, Timken reports 8,862 car sets were ordered for main-line cars, a total already greater than for any single previous year. It is almost a fourth of the total of 39,963 car sets sold since railroad bearings were first marketed by the company in the early twenties. About 53% of railroad freight cars ordered in the first quarter of 1959 are being equipped with Timken bearings. There are 82 railroads and other car owners now using this company's roller bearing.

According to Timken, the primary reasons for the switch from plain bearings to roller bearings are the elimination of the hot-box problem and the considerable savings in maintenance costs. Since 1954, for example, the company's "All Purpose" railroad bearing units have averaged 136,000,000 car-miles per failure due to overheating, fatigue or any other

reason. As a comparison, plain bearings during 1958 averaged 257,768 miles per setout. In terminals, Timken said its "AP" bearing requires one-tenth the inspection time necessary for plain bearings and will go four years without the addition of lubricant. Timken estimates that railroads can save about $288,000,000 per year, or $144 per car, in operating and maintenance costs when all freight cars are equipped with tapered roller bearings.

The "AP" bearing can be adapted to new or old cars. Its self-contained design provides interchangeability of the roller-bearing mounted wheel and axle assembly in all types of side frames through the use of frame adapters. The unit is preassembled and prelubricated at the factory. Last year Timken completed a highly automatic, $7-million manufacturing facility in Columbus, Ohio (RA, June 2, 1958, p. 25) to produce "AP" bearings to meet the anticipated demand.

ATSF Track Relocations Will Cost $22,200,000

Santa Fe has filed applications with the Interstate Commerce Commission covering the relocation of 81 miles of line in Arizona. Estimated cost of the overall project: $22,200,000.

Two line changes will be involved:

- Construction of 44 miles of double track, high-speed line with traffic reversal through a mountainous area on the transcontinental main line between Crookton and a point three miles east of Williams. Cost: $19,300,000.
- Construction of 37 miles of single track in a valley location on the Phoenix line between Arba Siding and Skull Valley. Cost: $2,900,000.

Both improvements are designed to improve service and cut operating costs.

The Crookton-Williams project, according to ATSF President E. S. Marsh, is essentially a relocation. But, he said, "through elimination of heavy grades, sharp curves, severe speed restrictions and a tunnel with limited clearance, we can effect attractive economies and a reduction in running time of all trains. This will improve our transcontinental rail service between Chicago and California. The proposed change will also benefit national defense by enabling more expeditious handling of unusual loads required for military materiel."

Relocation of the Phoenix line calls for retirement of 22.5 miles of line between Prescott and Skull Valley. The new line will run through a valley approximately 10 miles west of the existing track. Total length of the line will be cut by about 14 miles.

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People in the News

ATLANTIC COAST LINE.—Eugene C. Hicks, Jr., assistant general freight traffic manager, Wilmington, N.C., appointed general freight traffic manager—rates at that point. **Lemuel L. Doss,** assistant general freight traffic manager, named general freight traffic manager—sales and service, Wilmington.

G. L. Barnes appointed assistant to vice president, Washington, D.C.

BESSEMER & LAKE ERIE.—John A. Burnett, office manager, appointed purchasing agent of the B&LE, Union, Youngstown & Northern, Johnstown & Stony Creek and Connellsville & Monongahela, at Pittsburgh, succeeding **Joseph W. Rodgers,** retired.

C. A. Beaver, assistant mechanical engineer, promoted to mechanical engineer, Greenville, Pa., succeeding **G. C. Hoey,** retired. Abolished Mr. Beaver's former position.

J. J. Ridgeway, supervisor structures, appointed engineer structures — processes, Greenville. **J. E. Foreman, Jr.,** supervisor structures, appointed engineer structures—operations, Greenville.

BOSTON & MAINE.—Myron K. Nalbandian appointed assistant to president—foreign trade.

Raymond E. Campbell, general freight agent, Boston, appointed manager of piggyback traffic. **Harrison E. Brown,** general agent—piggyback, appointed sales manager of piggyback traffic. **George A. Ducker,** office manager, named general freight agent — divisions. **James I. Bean,** assistant to general freight traffic manager, appointed office manager.

BURLINGTON.—P. L. Smithburg, freight traffic manager, Chicago, appointed general freight traffic manager in charge of sales and service there, to succeed **H. L. Ford,** who retires May 31.

CANADIAN NATIONAL.—F. S. Hutton, assistant to chief engineer, Central region, Toronto, Ont., appointed engineer maintenance of way of that region, succeeding **J. L. Cann** (RA April 13, p. 40). **W. J. Wanamaker,** office engineer, Central region, succeeds Mr. Hutton. **G. L. P. Plow,** assistant chief engineer, Montreal, has assumed the duties formerly performed by **Henry J. Fast** (RA April 13, p. 40).

C. G. H. Blackwell, chief clerk, purchasing department, Moncton, N.B., appointed purchasing agent, Halifax, N.S., succeeding **W. H. Whitehead,** retired.

George Bishop, auditor of express accounts, Montreal, retired.

George R. Johnston, freight traffic manager, Montreal, named general manager of the newly established department of merchandise services.

J. Howard Easton, assistant transport economist, appointed transport economist, Atlantic region, Moncton, N.B.

A. K. Wilkins appointed system supervisor station service, Montreal, succeeding **C. F. Allan,** retired. **George A. MacLennan** appointed system supervisor, freight loss and damage prevention, reporting to the chief of transportation.

Stuart E. Spencer, operation trainee, promoted to trainmaster, Truro, N.S., succeeding **Howard A. Johnstone,** transferred to Bridgewater, N.S., as acting trainmaster.

A. Grant McIntyre, division engineer, Kamloops, B. C., appointed assistant district engineer, Vancouver. **Donald H. Eckford,** transportation and engineering assistant, Victoria, B. C., named to succeed Mr. McIntyre, and in turn is replaced by **David D. Low,** assistant superintendent, Estevan, Sask.

CHESAPEAKE & OHIO.—C. H. Pergrem appointed general agent—passenger department, Lexington, Ky., succeeding **Ray S. Stewart,** who retired May 1.

C. C. Carter named assistant auditor of expenditures in charge of the Northern region, Detroit, Mich. **K. J. Cahill,** auditor of expenditures, Northern region, Detroit, transferred to Huntington, W.Va., succeeding **J. T. Ford,** named senior consultant—revenue research, Cleveland, Ohio.

H. W. Blank appointed division freight agent, Richmond, Va. **L. E. Nelsen, Jr.,** named general agent and **E. A. Woolen** appointed assistant freight traffic manager, Richmond.

W. M. Dowdy, assistant division engineer, Columbus, Ohio, appointed division engineer, Clifton Forge division, Clifton Forge, Va., succeeding **H. B. Orr,** promoted.

DURHAM & SOUTHERN.—W. J. Kerr, Jr., traffic manager, Durham, N.C., promoted to general traffic manager there. **Roland H. Watson** has joined the D&S as traffic manager—sales and service, Durham.

TENNESSEE, ALABAMA & GEORGIA.—David E. Hedges, vice president, comptroller and secretary, elected president, succeeding **O. B. Keister, Jr.,** who resigned Feb. 17. **Garrison Siskin,** chairman of the executive committee, elected also chairman of the board. **John A. Chambliss,** treasurer and general counsel, elected executive vice president and general counsel. **Henry Petrie,** superintendent, elected vice president—operations.

Buford W. Brannon, general freight agent (sales and service), elected vice president—traffic (sales and service). **Felix E. Autrey,** general freight agent (rates, divisions and claims), elected vice president—traffic (rates and charges). **G. F. King,** assistant secretary, elected secretary and personnel director. **T. Stanley Barr,** assistant treasurer, elected comptroller, treasurer and assistant secretary. **J. W. Kell** elected assistant treasurer. **John D. Hutchison** elected auditor of revenues.

H. E. Page, assistant to superintendent—mechanical, elected mechanical superintendent.

Harry T. Thompson, car accountant, named superintendent of car service. All are at Chattanooga, Tenn.

OBITUARY

Arthur T. Erickson, 72, retired general passenger agent, **Soo Line,** died May 6 at Santa Ana, Cal.

C. S. J. Flood, vice president—traffic and assistant to president of the **Manufacturers Railway** and the **St. Louis Refrigerator Car Co.,** St. Louis, Mo., died April 29.

George W. Lupton, 88, retired assistant to vice president in charge of operations, **Santa Fe,** died May 6.

Russell S. Reuss, 51, administrative assistant to vice president—operations, **New York Central,** New York, died April 28 at his home in Yonkers, N.Y.

Kirk V. Conrad, 68, who retired in January 1957 as general superintendent of transportation for the **Norfolk & Western,** died April 18 in Roanoke, Va.

Leo J. Lyons, 70, retired trainmaster, **Rock Island,** died May 6 in St. Francis Hospital, Blue Island, Ill.

George O. Griffith, director of traffic of **American Home Products Corp.** and vice president of the **National Industrial Traffic League,** was killed in the May 12 explosion of a Capital Airlines Viscount near Baltimore. Mr. Griffith was also one of the founders of the **National Small Shipments Traffic Conference.**

Supply Trade

North American Car Corporation has announced establishment of two new divisions to be known as the Terminal Services Division and the Alexander Chemical Division. **Joseph J. Connors,** manager, Tank Car Division, has been promoted to general manager, Terminal Services Division. His successor is **George Chmelik,** superintendent of tank cars. **Alexander Maley,** former president of Alexander Chemical Corporation, has been named vice president of the new chemical division (RA, Jan. 12, p. 31).

Chelsea R. Phillips, sales manager, **Hewitt-Robins, Inc.,** Hibbing, Minn., has been promoted to Chicago district sales manager, **Robins Conveyors Division,** with headquarters at Melrose Park, Ill. **Paul D. Willard,** formerly associated with **Erie Mining Company,** has been named sales representative, Hibbing.

Mrs. D. H. Piggott has been elected president and treasurer of the **Union Railway Equipment Company. W. K. Miller** elected vice president and secretary.

Sheldon K. Howard, manager of the Diesel Department, **Fairbanks, Morse & Co.,** Atlanta, Ga., has been appointed diesel division manager, Chicago, succeeding **Carroll E. Dietle,** resigned.

Standard Car Truck Co., Chicago, has appointed **Robert W. Burns** vice president. Mr. Burns, who will work in general sales at Chicago, formerly was associated with M. S. Kaplan and United States Railway Equipment Co., Chicago.

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THE ROUTE OF COURTEOUS SERVICE

You Ought To Know...

Southern Pacific is increasing the pace of its passenger car refurbishing and renovating program. Some 135 shop employees will be added to the work force. Output will be stepped up by five cars per month. SP is doing the work at three shops —Sacramento, Los Angeles and Bayshore.

Milwaukee has started staff recruiting and training and computer programming in advance of the installation of an electronic data processing system. The road will base its setup on an IBM 7070, with accessory equipment. Methods research has turned up the promise of substantial economies, plus opportunity for improved efficiency and service, through use of the electronic equipment.

Missouri Pacific stockholders have again defeated a proposal to abolish the company's staggered system of electing directors. The proposition was voted down by approximately a 2-1 margin—a closer vote than that recorded last year on a similar proposal. Management's slate of five directors was then elected without opposition.

New York Central wants to discontinue four Indianapolis-St. Louis trains which have been running on a trial basis since last autumn. NYC says it had an out-of-pocket loss of 55 cents per train mile during the trial period. Regulatory commissions ordered the test runs at the same time that they allowed NYC to drop four other Indianapolis-St. Louis trains (RA, Aug. 4, 1958, p. 35).

Chicago & Eastern Illinois' annual meeting is scheduled to be resumed May 29, after a three-week adjournment. Now in progress: a proxy fight over election of directors.

Frisco is now operating under a streamlined management team. The road has 12 fewer officers than it had a year ago, a reduction that's led to annual savings of approximately $140,000. And the stockholders last week approved a cut in the board of directors, from 21 members to 17 (RA, April 20, p. 7).

Canadian National, which recently adopted a go-now-pay-later travel plan (RA, Apr. 20, p. 42), reports the idea is getting good initial response. Meanwhile, both CNR and CPR report upturns in travel to Canada from the U.S., helped along by extensive ad campaigns in U.S. cities.

Illinois commuter railroads may get greater management freedom in adjusting pricing and service, as recommended by the state Mass Transportation Commission. A bill to ease present restrictions has been introduced. Its chances for passage: good, in view of the lengthy study and definite recommendations made by the commission. A companion bill would require assessment for tax purposes on a basis reflecting earning power and would exclude track miles used for commuter service.

A 26% increase in 1959 net income is predicted for Class I railroads by the Value Line Investment Survey. "Rail managements," says the Value Line Survey, "are showing unaccustomed vigor and ingenuity in pressing for the solution of old problems, in competing for freight traffic with new services and new rates, in negotiating mergers and in educating public opinion to the need for a healthy system of railroad transportation."

Abandonment of the Arkansas Railroad Company's entire 17.8-mile line has been approved by the ICC. The line, running from Star City to Gould in southeastern Arkansas, has not been in operation since Dec. 31, 1957. Salvage value is estimated at $96,450.

The Action Page, which usually appears in this space, begins this week on page 16.

Santa Fe's last remaining steam locomotives are being consigned to the scrap yard. Seventy-seven engines will be cut up. Two (a 4-8-4 and a 2-10-4) will be preserved for posterity, along with the last surviving locomotive used on Death Valley Scotty's "Coyote Special" and the diamond-stacked "Cyrus K. Holliday." Thirty-nine other Santa Fe steamers have been preserved in public parks. The road had retained steam power for peak traffic periods—but now, with 69 new diesel units on order and being delivered, the old engines are expendable.

Inflatable dunnage is the subject of a membership poll by the Mid-West Shippers Advisory Board. Specifically, the board wants to measure interest in the subject, preparatory to docketing it for discussion and possible proposals at a July meeting. Among the questions asked: What has been your experience with inflatable dunnage? Would you support a proposal that the carriers furnish this dunnage?

Increased spending on maintenance, new facilities, commuter cars and stations in New York State were announced by New York Central President A. E. Perlman last week. Re-opening of a diesel repair shop in Buffalo, increased production at East Rochester car shops, a new plant at Syracuse for welding rail for use in the state, a $1,500,000 order for signals placed with General Railway Signal in Rochester, and a program for repairing and repainting commuter equipment were all made possible, Mr. Perlman said, by the improved business climate in the state.

Two passengers were killed in March's train and train-service accidents. The ICC's preliminary summary also shows that 25 employees on duty were killed during the month. These compared with no passenger fatalities and 16 employee fatalities in March 1958. In this year's first quarter, five passengers and 56 employees on duty were killed. These compared with three passenger fatalities and 48 employee fatalities in last year's first three months.

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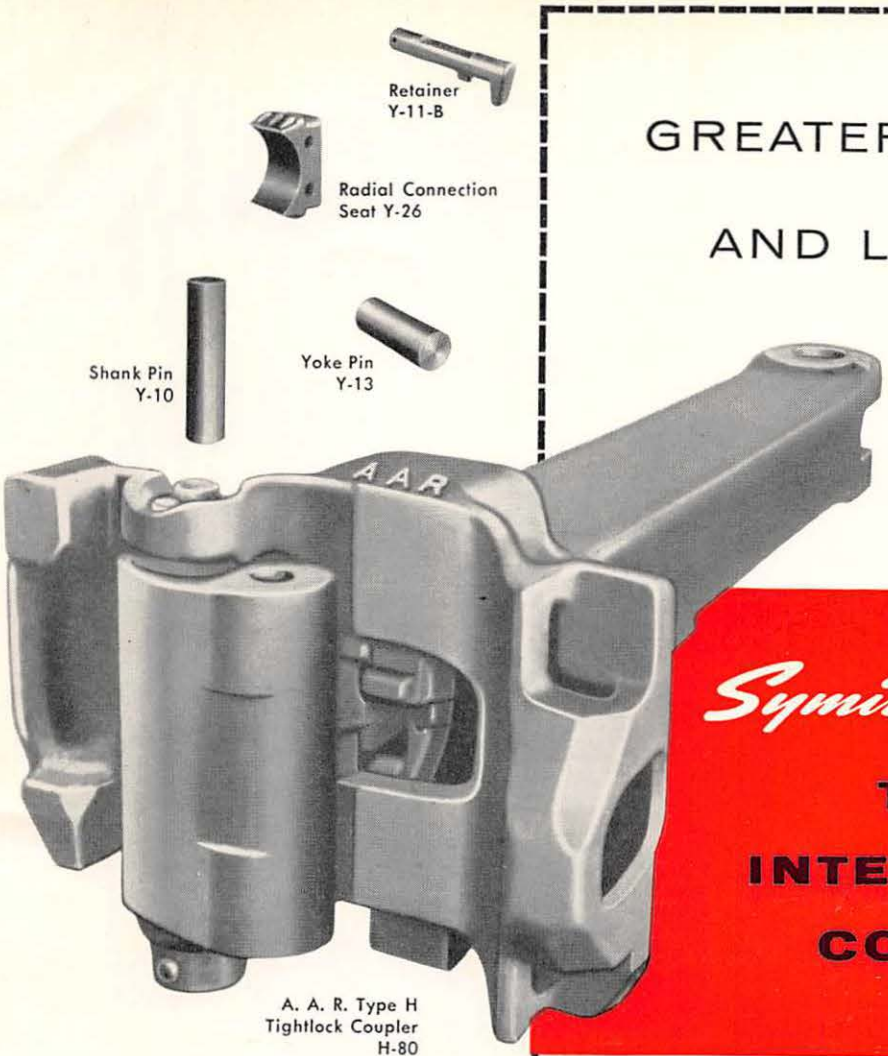

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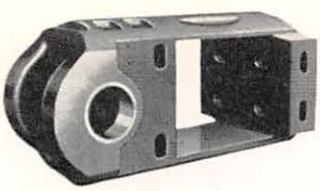

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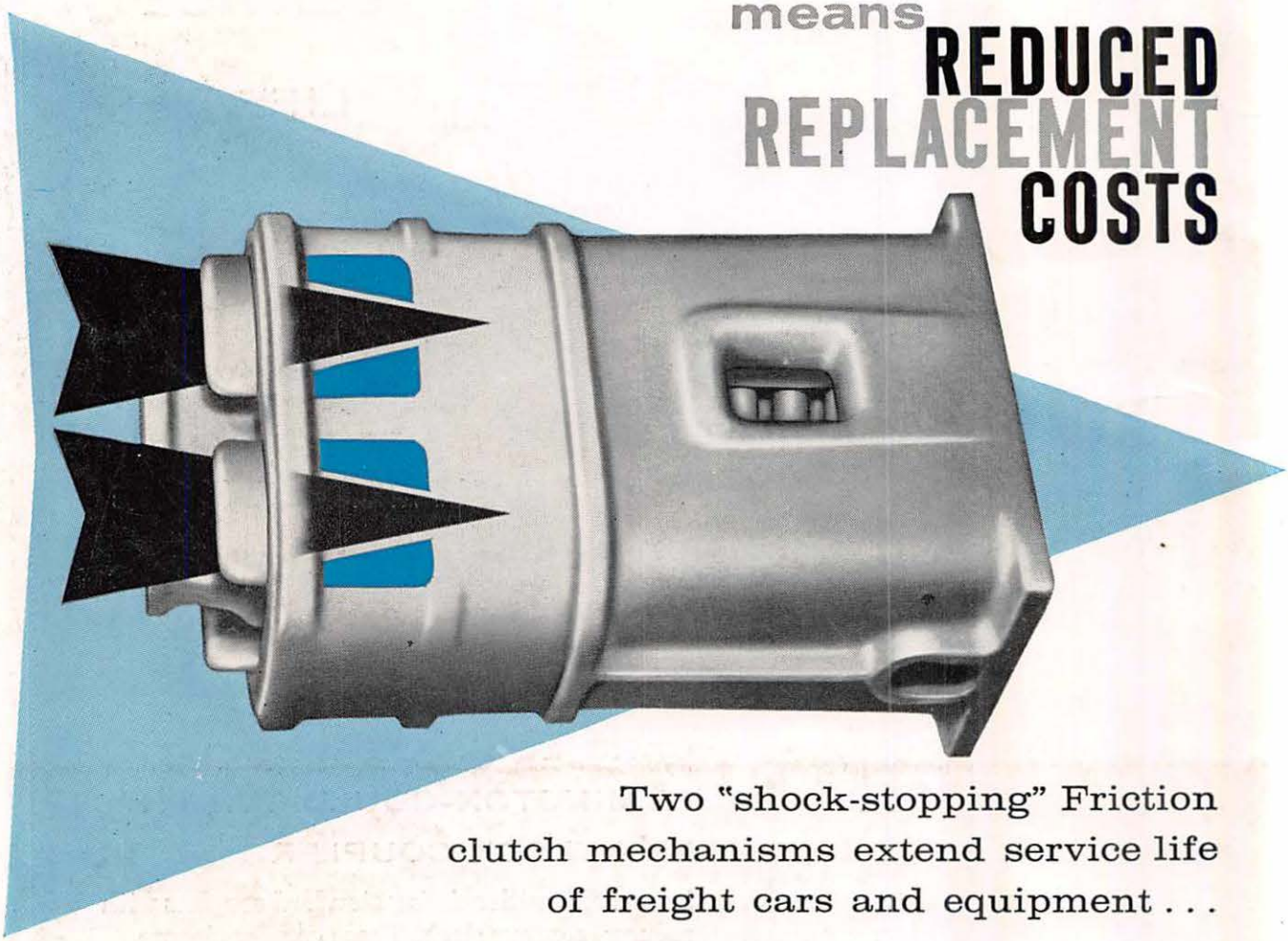

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